



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

SIGHT SAVING

is a science which has become perfect through the labors of eminent men, whose discoveries have made it possible to bring your sight to its natural state by the use of accurate lenses.

N. I. AZARUS,
Optician,
12, Queen's Road C.

No. 19,970

號十七百九千九萬一第

日八十二月五年戌壬

HONGKONG, FRIDAY, JUNE 23RD, 1922.

五拜禮 號三十二月六年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

IS

MARTINI & ROSSI'S

ITALIAN
VERMOUTH.

With Cold Water.

OF ALL DEALERS.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
favourite powders—E. C. and SMOKE
LESS DIAMOND.

THE HONGKONG SPORTING ARMS
& AMMUNITION STORE.
Nos. 5-6, Despatch Arcade

A LING & CO.

19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and
Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

16, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	every 15 minutes.
8.00	"	" 15 "
9.30	"	" 15 "
11.30	"	" 15 "
12.30 p.m.	to 1.00 p.m.	" 15 "
2.30	"	" 15 "
4.00	"	" 15 "

NIGHT CARS.

8.50 p.m.	to 9.00 p.m.	every 30 minutes.
9.30 p.m.	to 11.30 p.m.	" 30 "
11.45 p.m.		

SATURDAY.

7.30 a.m.	to 7.45 a.m.	every 15 minutes.
8.00	"	" 15 "
9.30	"	" 15 "
11.30	"	" 15 "
12.00 noon	to 1.00 p.m.	" 15 "
1.00 p.m.	to 4.00 p.m.	" 15 "
4.00	"	" 15 "

NIGHT CARS.

8.50 p.m.	to 9.00 p.m.	every 30 minutes.
9.30 p.m.	to 11.30 p.m.	" 30 "
11.45 p.m.		

AS ON WEEK DAYS.

7.30 a.m.	to 7.45 a.m.	every 15 minutes.
8.00	"	" 15 "
9.30	"	" 15 "
11.30	"	" 15 "
12.00 noon	to 1.00 p.m.	" 15 "
1.00 p.m.	to 4.00 p.m.	" 15 "
4.00	"	" 15 "

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Building,
Des Voeux Road.

Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheque or Compro Order represent-
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after FRIDAY, SEPTEMBER 19TH, 1921 (All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	
---------	-------	-------	-------	-------	-------	-------	-------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

In Stock

For quotation apply—

SHANGHAI OFFICE.

The HYDROMAC

Waterproof

LIGHT IN WEIGHT

INTENSELY STRONG

SMARTLY CUT

GUARANTEED ABSOLUTELY WATERPROOF

\$27.50

Stocked in all Sizes by

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building, DesVoeux Road.



NOW IN FULL SWING!

REDUCTION SALE

OF

DEPENDABLE SUMMER MERCHANDISE

All Goods

marked at their Lowest.

Extraordinary Offerings.

COME EARLY.



"TIME TO BUY."

THE SINCERE CO., LTD.

REM NANT WEEK

AT

WHITEAWAY'S

JUNE 19th to 24th.

FOR THIS WEEK WE ARE HAVING

A

SPECIAL REMNANT SALE.

REM NANTS OF MUSLIN

REM NANTS OF VOILES

REM NANTS OF LACES

REM NANTS OF RIBBONS

REM NANTS OF ALL KINDS

ALSO

AN ASSORTMENT OF

TEA CLOTHS, TRAY CLOTHS,

DUCHESS SETS, DOYLEYS, ETC.

At Specially Reduced Prices.

CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

THE TRADE OF CHINA.

SOUTHERN COAST PORTS AND WEST RIVER PORTS.

In his report on the Trade of China in 1932, Mr. J. W. H. Ferguson, Statistical Secretary of the Maritime Customs, makes the following reference to the trade of the Southern coast ports and the West river ports:

No outward events of importance occurred during the year at the three Eukien ports, Santiao, Foochow and Amoy. The province was free from political disturbances, and although brigandage was rife in some places in the interior, it did not greatly interfere with the regular course of trade. The tea season opened about the middle of April, but with indifferent demand, prices soon sagged. Conditions, however, improved considerably towards the third quarter of the year, prices stiffened perceptibly, and in some cases, it is reported, the supply could not meet the large demand from abroad. It is a pleasure to be able to report that the bulk of the season's supplies were disposed of at very remunerative prices, leaving only small stocks on hand at the end of the year. Timber continues to be exported from Foochow in increasing quantities. Amoy reports an exceptionally brisk import trade owing to the local market being well supplied with money as the result of remittances sent homeward by Chinese emigrants, while the cultivation of poppy in the last few years is said to have enriched the people, thus increasing their purchasing power. Striking advances are reported in the importation of foreign piece goods, English shirtings, jeans, and Teloths; aniline dyes and foreign flour likewise did very well. Indian yarn is practically out of demand, being supplanted by the products of the Shanghai mills. Amongst exports, brown sugar and sugar candy should be mentioned.

Swatow reports the importation of abundant supplies of rice from Bangkok and Hongkong owing to the diminished quantities procurable from Wuhan. The gradual revival of the aniline dye business is also noticeable. Chinese matches from Shanghai and Canton jumped from 351,000 to 778,000 gross, while the Japanese variety showed a small loss at 48,000 gross. It is interesting to record the continued prosperity of the native weaving industry at Tanghai, already referred to in last year's report, the output of which has much improved in quality and finds a ready market in the Straits Settlements and Hongkong. The business in drawn-work and Irish crochet and fillet lace is growing in importance every year, the demand being such that practically the whole female population in the district round Swatow is engaged in these industries.

The trade of Canton, while hampered by internal disorders, has nevertheless flourished. A very fair business in silk was done. A steady demand from America, coupled with a slight improvement in Lyons, caused prices to advance, and the year gave satisfactory results. The Customs returns record an enhanced export of white raw silk, steam furniture, of 48,750 piculs, as compared with 32,164 piculs in 1930. Metals exhibit very substantial advances, while the importation of foreign coal increased by 89,000 tons and that of kerosene oil by 6,000,000 gallons; foreign piece goods also did well. Wolfram ore (tungsten) and cassia fell off considerably, due to lack of support from the home markets; but fans, matches, and leaf tobacco were able to register progress. Inter-cine warfare greatly hampered trade in the Two Kwang provinces. A notable event was the election on the 7th April of Dr. Sun as President of China by a specially convened Parliament. He did not, however, assume office until the 30th May, which was observed as a general holiday.

The Kuomintang and Lappa Customs both report a satisfactory year, while trade conditions generally at West River ports of Shumai, Wuchow, and Nanning were much affected by the unsettled political and military conditions. An appreciable quantity of manganese ore was exported from Wuchow.

The lifeless condition of the Yunnan tin market—being the staple export from Mengtze—is due to lack of demand and low prices ruling and also to the competition of Straits tin in home markets. Export of this commodity from Mengtze, therefore, continues to contract, and it is reported that smelting at the Koku mines in Yunnan province, is only being done at a fraction of its normal capacity. Unsettled goat skins showed a recovery, the export figures being 714,922 pieces, as against 513,950 pieces in 1930, but the amount is still far short of that recorded in 1919. The value of imports from Burma as recorded by the Tengyueh Customs declined owing to lower prices ruling for cotton yarn and raw cotton; exports, on the other hand, registered an appreciable advance, which is chiefly accounted for by an enlarged exportation of Ezechwan raw silk.

According to the *Sin Wen Pao*, the arable land of China is as follows:—

Chihli	88,841,061 mu.
Shantung	98,472,548 "
Shansi	53,285,401 "
Honan	78,520,514 "
Kiangsu	64,734,717 "
Anhui	74,073,032 "
Kangsi	46,218,737 "
Fukien	12,882,884 "
Chekiang	46,412,056 "
Hupeh	59,443,244 "
Hunan	21,304,273 "
Shensi	23,842,012 "
Kansu	23,628,621 "
Szechwan	40,351,029 "
Kwangtung	24,399,539 "
Kwangsi	8,369,179 "
Yunnan	9,317,700 "
Kweichow	2,985,400 "
Total	737,512,038 mu.

THE ARABLE LAND OF CHINA.

There are vast stretches in the interior which could easily be reclaimed. Government investigators variously estimate that the number of mu now given over to cultivation could be increased in certain provinces five, six, and even seven times.

MA JONGG IN AMERICA.

ANCIENT CHINESE GAME REACHES THE WEST.

McAlister Coleman writing in the *New York Evening Post*, says:—

"Ma Jongg!"

If the predictions of those who follow the dizzy orbits of society's higher spheres are correct, this cryptic exclamation may very well take the place of "I bid spades" in drawing-rooms along Park and Fifth avenues this spring.

From Palm Beach and Hot Springs peoples are returning full of enthusiasm for the new game of Ma Jongg. It is a game 2,000 years old, played for centuries by Chinese philosophers in summer gardens by the side of running waters. It is an aristocratic game, very beautiful, indeed, and well adapted to the leisure and philosophical.

So far Ma Jongg has only invaded one New York store; one that caters to the most select trade, but already orders for Ma Jongg sets have come in so fast that the proprietors of the store are planning the manufacture of less expensive sets. The one they have now retails for \$250.

Members of the English Club in Hongkong claim the credit of having wrested from China her exclusive possession of this fascinating game. They play Ma Jongg for high stakes there, and, as a matter of fact, the game, if played correctly and for stakes, is only for those who can afford to lose considerable sums of an evening. (The writer of this has a powerful imagination for the simple truth is that the game is not played at the Hongkong Club. We can confidently say that the game of Ma Jongg or Ma Chow has never been played within the walls of the Hongkong Club.—Ed. H.D.P.) Not that stakes are essential to its enjoyment. One woman has locked herself in her house just off the Avenue, spending long afternoons teaching Ma Jongg to her children.

Ma Jongg is a combination of dominoes, chess, Oriental allegory, and modern warfare. The Ma Jongg set consist of 136 pieces, fashioned something like dominoes, made of ivory and mounted in bamboo. These pieces are in three suits, which are called "character," "bamboo," and "dot." They run from one to nine, and there are possibilities of four of a kind. There are also four pieces called North, East, South and West Wind, and three large pieces, the red, green and white dragons. A "East Wind" is banker. Each player draws his pieces from the centre and sets them up in front of him in the shape of a miniature Chinese wall. East Wind then shakes dice to see whose wall shall be broken down and the owner of the attacked wall shakes the dice to find out from which part of his wall a tile is to be taken.

The point of the game is to prevent East Wind from blowing down one's wall. Everything about it is done backward, from the Western standpoint. The deal runs counter-clockwise, and the counting of the characters is from right to left. In place of chips, Ma Jongg players use long, dotted sticks, and, in the course of an evening, so rumour around the China Sea has it, as much as \$25,000 has changed hands.

A New Yorker, who writes a long list of clubs after his name in the Social Register, and who is known as an inveterate bridge player, came back from Hot Springs the other day with the Ma Jongg complex. "It is the prettiest game I know of," he said. "It has taken the place of bridge in my affections. The excitement of watching your wall crumble by the onslaught of the East Wind provides a captivating thrill. I am sure that Ma Jongg will catch hold here and that every country club will have its Ma Jongg experts by the time summer comes."

Maybe he is right. It is a fact that one experienced bridge teacher is sitting up nights studying the rules of Ma Jongg, and her rooms may soon be filled with talk of "dragons," "winds," and the sound of the crumbling of little walls.

SIR J. D. REES' DEATH.

The inquest on the body of Sir J. D. Rees did not bring to light any evidence as to how he fell out of the train. Verdict of accidental death was returned. Lady Rees, who was deeply affected, deposed that the health of her husband had been extraordinarily good. He was full of energy and had suffered from no nervous break down. On Thursday they came together, after which Sir John departed for Glasgow by the night mail train, saying that he would return on Saturday evening.

The porter deposed that he found Sir John Rees a hundred yards beyond Chesterfield platform in the six-foot way, about half past three in the morning; so he had been on the line for half an hour.

Sir J. Rees was in a sitting position, with his body bent forward. He told witnesses that he was in great pain and added, "move me away from here." Sir John had a terrible gash on the top of his head but it was not bleeding much. He said nothing as to how he came to fall out of the train.

The hospital doctor described the terrible injuries inflicted on the head and shoulder. Sir John Rees was semi-conscious and delirious. He said time after time: "Lift me up, I am in great pain." He died at twelve minutes past eight.

Other witnesses gave evidence to show that Sir John Rees, covered by a rug, was sleeping soundly at full length when the attendant checked tickets at 12.45 (Continued at foot of next column.)

REPORT ON THE TRADE OF CHINA, 1932.

Mr. J. W. H. Ferguson, Statistical Secretary of the Chinese Customs, begins his annual report on the Trade of China in 1932 with the following general observations:—

More than three years have passed since the signing of the Armistice put an end to the Great War, and as time advances the general economic conditions throughout the world show little sign of improvement. In the preceding report on the Trade of China, which covered the year 1930, that year was described as one of readjustment resulting from the conditions left by the war. A period of rapidly rising prices, it was seen, was succeeded by one of recession, which continued to such an extent that, at the end of the year, it had culminated in a serious trade slump involving most branches of trade and industry throughout the world. There was no interruption in this downward movement at the beginning of 1931, and the expectation of many that the New Year would usher in a period of recovery was not realised.

Indeed, wholesale prices persisted in their decline during the greater part of the year, and it is interesting to record that in May, 1931, the first signs of a new tendency in the price levels were noticeable in Japan, where a year earlier the first break in prices, which was soon to become universal, had occurred. India likewise moved to a slightly higher level at about the same time, but in the United States, England, France, and in most Continental countries the contraction in prices generally proceeded unabated, although at a less rapid rate than before. Further deflation was recorded during May and June. In July, finally, the "Statist" index-number registered an increase in England of three points over the June level, while the rise in France was about 2 per cent. August witnessed conflicting tendencies, some commodities advancing in price, others declining; but this was evidently the turning of the tide, since, from this time up to the end of the year, wholesale prices oscillated more or less about the same levels, with a distinct upward tendency in some countries, although reductions continued to be reported in England throughout the 12 months. At the close of the year, while many held that we were not yet out of the wood and that worse was yet to come, signs were not wanting to support the view that the worst of the depression had been passed. The outlook in the United States and the leading Continental countries also gradually became more hopeful than it had been since the depression had set up.

It is manifest that economic disturbances, as described above, must have a profound bearing on all lines of business activity and must of necessity seriously affect the population in all walks of life of the countries concerned: there is no need to enlarge upon this point. But, above all, the fall in commodity prices was disastrous for international trade relations, with which we are chiefly concerned, and which suffered severely through the ensuing world-wide business depression. In support of this statement it should be borne in mind that deflation did not proceed at the same rate in the different countries. The uneven reduction in price levels thus created resulted in a change in the international price relationship, which in turn disorganised the foreign exchanges. This, again, resulted in uncertainty and hesitation in the foreign markets, which emphasised the depression and caused trade to assume a more speculative character. It is perhaps consoling, when reflecting upon present bad times, to be reminded of the fact that similar periods of reaction have followed every great war or economic upheaval in history. After the French Revolution, the Napoleonic wars, the American Civil War, and also after the Franco-German War, there was the same stagnation in trade and disorganisation of foreign exchanges, the same alarming effect on currency, and issue of notes which depreciated in value through being issued in excessive quantity. It may be recalled, for instance, that the assignats during the French Revolution became so depreciated that 100 francs worth of them were required to pay for a pound of butter, as chronicled by Mill in his "Principles."

"PROOF IN THE EATING."

MAGISTRATE HAS A SNACK ON THE BENCH.

Mr. E. W. Hamilton at the Magistracy, yesterday, was handed a tray of bananas from which he selected one and after eating half of it pronounced it to be quite good. On this test he decided to convict a man who was charged with hawking bananas without a licence. The man's excuse was that he had just received from a friend a bunch of bananas which were considered to be unfit for human consumption. He was in the act of taking them home in order to keep them for two days so that they would ripen when he was arrested by the police. Mr. Hamilton after sampling one of the bananas, lost faith in the man's story and fined him \$1.

The compartment, after the accident, was quite in order and there were no signs of a struggle having taken place. The rug was thrown back as if someone lying down had got up. The corner suggested that it was possible, though there was no evidence in support of the argument, that the deceased, after waking up had opened the outside door in a half dazed condition thinking that he was going into the corridor.

NOW ON SALE.

THE DIRECTORY AND CHRONICLE

1922.

FOR CHINA JAPAN, KOREA,

INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES,

NETHERLANDS INDIA, PHILIP

PINES, BORNEO, Etc.

SIXTIETH ANNUAL ISSUE

containing

1,800 PAGES 14 MAPS

SPECIAL NEW MAP OF HONGKONG

AND THE NEW TERRITORIES.

PRICE \$12

Abridged Edition \$3

THE DIRECTORY covers the notable events and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDE POSTS to the places, their History, Topography, etc.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and port, would alone suffice to fill a large volume.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LISTS of TRADES and PROFESSIONS at the larger Commercial Centres.

The ALPHABETICAL LIST of RESIDENTS in the Far East contains the names of over 20,000 FOREIGNERS, as well as the names, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS of the principal ports of the Far East have been engraved by one of the most eminent Firms in Great Britain, and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the facts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamps, India, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

It is published at the Office of the "HONGKONG DAILY PRESS."

The Directories and Descriptions are of—

CHINA.		
Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
Taihai	Nanking	Kowloon
Chungking	Wuhan	Lappa
Takung	Kewiang	Shamshu
Antung	Hankow	Kongmoon
Manchurian	Yochow	Nanning
Trade C'tres	Shanghai	Wuchow
Newchwang	Ichang	K'Chow
Dairen	Chungking	Pakhoi
Port Arthur	Hankow	Holow
Chefoo	Ningpo	Lungchow
Wahaiwei	Wenchow	Mongke
Tientsin	Santiao	Hokow
Mukden	Foochow	Semao
Shanghai	Amoy	Tengyueh
Harbin	Kirin	Changchun
Swatow	Lungtow	Hunchow
Lungchow		

JAPAN & FORMOSA.		
Tokyo	Osaka	Keelung
Yokohama	Kobe	Tsushima
Hyogo	Nagasaki	Takao
Kobe	Bakodaka	Amoy
Simmonsaki	Tamsui	

EASTERN SIBERIA.	
Vladivostok	Nicolajevsk

CHOSEN (Korea).		
Seoul	Wonsan	Mokpo
Chungju	Pusan	Chinnampo
Kunsan	Pingyang	Songjin

HONGKONG AND ITS DEPENDENCIES, MALACCA, FRENCH INDO-CHINA.

Hanoi	Quinhon	Tourane
Haiphong	Amam	Saigon
Tonkin	Hue	Camboage

PHILIPPINES.		
Manila	Iloilo	Cebu

BORNEO.		
Sarawak	Brunei	Labuan
British North Borneo		

MALAY STATES.		
Penang	Selangor	Pahang
Negeri Sembilan	Johore	Kedah
Kelantan	Tengganu	Perlis

STRAITS SETTLEMENTS.		
Singapore	Penang	Malacca
Malacca	Port Swettenham	Wellington

Netherlands India.		
Batavia	Samarang	Pudang
Buitenzorg	Sourabaya	Macassar

East Coast of Sumatra.		
Belitong	Amboina	Medan
Belitong	Amboina	Medan

BRITISH AND AMERICAN SQUADRONS IN CHINA AND JAPAN.

OFFICERS OF CRAFT & RIVER STEAMERS.

THE SITUATION AT CANTON. SUN YAT SEN'S BOLT SHOT AT LAST!

The Navy at Canton has apparently gone over to General Chen Chiung-ming's side. Sun Yat Sen has left the cruiser on which he had been staying since last Thursday night, and is stated to be on the *Yu Tze*, an obsolete little vessel which in the days of the monarchy was used as the Viceroy's yacht, and was in attendance on the warships which were engaged in the recent bombardment as a sort of supply ship. It is in its present state a comfortable craft for an ex-President to be quartered in. The *Yu Tze* yesterday was still lying with the rest of the fleet at Whampoa, but it was generally expected that she would soon be departing for she was surrounded by lighters as if preparing for a voyage.

The city of Canton was quiet yesterday, though a certain amount of looting was going on. Booters were seen on Wednesday trying to dispose of their ill-gotten gains by auction in the public thoroughfares.

When the *Huang* passed Whampoa yesterday, the largest Chinese warship—the *Hui Chi*—was lying at anchor at Whampoa with decks cleared ready for action, the crew standing to the guns. It was suggested to us by an observer that this significant action might have been prompted by a prospect of hostilities arising in the fleet over the transfer of Dr. Sun Yat Sen from this vessel—to the *Yu Tze*.

THE NAVY'S NEW ALLEGIANCE.

The public bodies, commercial and charitable organisations have been busy during the past few days negotiating for the termination of hostilities, and as the result of a meeting with certain military and naval officers it is stated that the following terms were arranged:—

- 1.—The whole Navy to ask Sun to retire from the Presidency.
- 2.—The whole Navy to obey solely the command of Chen Chiung-ming.
- 3.—The Navy to be a national (not a sectional) organisation.
- 4.—The pay of the Navy to be paid every month.
- 5.—The personnel of the Navy to remain unchanged.
- 6.—The Navy to be allowed to have a voice in the arrangement for the unification of North and South.

DR. WU TING-FANG RETIRES.

Dr. Wu Ting-fang has tendered his resignation of the Civil Governorship to the Kwangtung Provincial Assembly, and handed over to that body the official seals. It is understood that Dr. Wu had been staying in the Canton Christian College during the trouble, and is now under medical treatment in a hospital in Tung-shan.

At a meeting of the members of the Kwangtung Provincial Assembly, Chen Chiung-ming was unanimously elected to the post of Civil Governorship and the Chairman and the Vice-Chairman were deputed to proceed to Whampoa to present to Chen Chiung-ming the resolution of the Assembly and to request him to assume the Governorship without delay.

END OF THE NORTHERN EXPEDITION!

Reports point to the end of the Northern Expedition. There have been military movements on an extensive scale outside Canton during the past few days, General Chen disposing his forces with a view to preventing the progress towards Canton of the troops which Dr. Sun Yat Sen appears to have recalled from the Kiangsi border to help him to hold Canton. These troops are reported to be ill-fed and lacking ammunition—especially in view of the interruption of supplies during the past week, and the opinion prevails that when these men become acquainted with the turn events have taken in Canton they will go over en masse to the banner of General Chen Chiung-ming.

RAILWAY TRAFFIC AGAIN NORMAL.

It is a good indication of growing confidence in a speedy end of the trouble that traffic on the Kowloon-Canton Railway is normal and the full daily service is now running.

The gold yen note of the Bank of Chosen is not very much welcomed by the natives, who have a decided penchant for hard cash. Some 20 years ago Russian rouble notes were very popular with them, for such notes could be cashed at once. But when notes of the Bank of Chosen are presented for conversion notes of the Bank of Japan are given instead of cash. As the export of gold from Japan is prohibited, there is no possibility of such notes being cashed here. It is natural, therefore, that the gold yen notes of the Bank of Chosen are considered in Manchuria as inconvertible paper money. *Daiten Trade Report, 1921.*

CORRESPONDENCE. THE MUI TSAI QUESTION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR.—Having proved to the satisfaction of "Resident" that the "dumping" of children has no connection whatever with the *Mui-tai* question, the Society in which I have the honour to serve has no further interest in his doubts and misgivings, for the excellent reason that it is "ploughing the sands" to attempt to convince everybody, and that, since a scheme for the abolition of the *Mui-tai* system has been submitted to the Hongkong Government by the two Societies interested in this question, it is useless to dig a dead horse.

But since he holds the conviction that everyone both here and abroad—that takes an interest in the *Mui-tai* and advocates her emancipation, "really knows very little about it" (i.e. the question), and has expressed a desire to know the views of certain well-known people in Hongkong whose names are mentioned in his letter of yesterday, I believe I can give him an indication as to what the views of these ladies and gentlemen are likely to be. For them, of course, I do not propose to speak, but I have to point out that both Dr. Pearce and Miss Pitts are members of the Anti-Mui-tai Society. For private reasons divulged to me which are certainly not antagonistic to our aims, the Rev. H. R. Wells did not become a member, but Mrs. Wells is one of us; and, although we did not canvas the support of Archdeacon Barnett we have, on our membership lists, the name of at least one Hongkong bishop. Because of his official position, the Hon. Mr. E. R. Hallifax does not find it convenient to join either Society. As to Mr. Ho Kom Tong, although he may sympathise with the objects of the Society for the Protection of *Mui-tai*, he has not taken any active part in it. This information should interest "Resident," if, unfortunately, his hint to these people falls flat. And the fact that the "Protection" Society and ours eventually agreed to work out a scheme for abolition and succeeded in doing so, is of considerable significance.—Yours faithfully,

C. G. ANDERSON.

Hon. English Secretary.

Anti-Mui-tai Society.

THE TELEPHONE CHARGES

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR.—With reference to the increase in the charges for telephones, which the proprietors of the Company consider the lowest on which they can make a fair dividend, let them offer half the capital to the present users of their telephones at par.

There are about 3,500 separate subscribers and assuming that the capital of the new company is to be \$3,500,000, let the proprietors of the old company offer each existing subscriber one share of \$500 in the new company. They would probably, in many cases not be taken up, but if the offer were made no subscriber would have reason to complain that he was being overcharged. I presume that in a short time there will be probably 7,000 telephones, in which case each present subscriber would have the opportunity of owning his own telephone.—Yours faithfully,

OLD SUBSCRIBER.

Hongkong, June 22nd, 1922.

THE ELECTRIC LIGHT AT CANTON.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR.—I note in yesterday's issue of the *Hongkong Daily Press*, the statement that the Electric Power Plant was shut down, due to the military and naval operations.

In this connection I wish to state that your information is erroneous for the entire staff remained on the job during the two bombardments of the city and that the power plant continued to operate as in normal times, even when the shells were falling thick, one of which struck the east end of the station.

The street lighting wires along the Bund were shot away in many places and it was no doubt seeing the Bund in darkness that misled your correspondent.—Yours very truly,

KWANGTUNG ELECTRIC SUPPLY

CO., LTD.,

JAMES CARMICHAEL, JR.,

Engineer of Power Plants.

LAWYERS FIELD DAY. ARGUMENT "ABOUT IT AND ABOUT."

CAPTAIN WINS ACTION AGAINST
STEAMSHIP CO.

The action brought by Capt. Brown against the owners of the *Yue Hui* steamship was concluded before the Acting Puisne Judge (Mr. J. R. Wood) in the Supreme Court, yesterday afternoon.

There was a lively incident between the opposing solicitors of a legal point. Mr. Watson, for the owners, had put in a letter book to prove a particular letter. Mr. Davidson, for the other side, sought to introduce another letter in the letter book to traverse a statement that letters were only signed by a certain person, and by no others. Mr. Watson declared that it was taking an unfair advantage to use the book in that way.

One of the points at issue was whether the owners received proper notice of the Captain's illness or whether they paid his salary under the impression that he was still at work.

Mr. Watson argued that the message was given by the Chief Officer to a man in the Steamship Company's office who "might have been a coolie." The Chief Officer had only seen him there twice.

The Judge: Another witness said the man had been there ten years.

Mr. Davidson: The Chief Officer had only been in the office twice in his life.

The Judge (to Mr. Watson): Supposing the matter had been brought to your notice and you still paid the salary?

Mr. Watson: Then we have no claim (to a refund from the captain).

The Judge: Then the point depends on the evidence of the Chief Officer.

Mr. Watson: I am of opinion that in that particular the Chief Officer was lying.

The Judge: I believe him.

Mr. Watson: Oh! then there is no more to be said about it.

The Judge: The salary during illness was not paid under agreement, not paid under a mistake, but was voluntarily paid. I do not see how you can recover.

NOW REVOLVERS SHOULD BE KEPT.

Mr. Watson then addressed himself to the question of the revolver for the protection of the ship, which the Captain said he bought because the Company procured it, but which he could not return because he had been robbed. Mr. Watson suggested that the Captain had been grossly negligent in not keeping the revolver under lock and key; he admitted that he had kept them in his cabin in a cupboard and a drawer that would not lock because the wood had warped. Knowing the illicit trade that was done in the Colony in arms and ammunition all Europeans in possession of arms should take great precautions not to let firearms out of their possession.

The Judge: The Captain is the personal bailee of the revolver.

Mr. Davidson: The law is that if the bailee loses the article bailed to him he has to give some *prima facie* evidence that he was not negligent. The Captain did that, and he was not cross-examined upon it. Therefore Mr. Watson is bound to accept that now. I cannot conduct the case for the defendant as well as for the plaintiff.

The Judge intimated that he thought the Captain had been negligent and he told Mr. Davidson that the evidence of it came out in re-examination; that is, when Mr. Davidson was questioning the witness again.

Mr. Davidson offered to re-call the Captain and Mr. Watson said he was quite satisfied with the evidence as it stood.

The Judge: I don't think the Captain took care of the revolver.

Mr. Davidson: What do you suggest he should have done more?

The Judge: Kept his hand on it.

Mr. Davidson: He kept it as I keep mine, and as most people do, in a drawer. It is not the Captain's fault that none of the drawers would lock.

The Judge: He could have made arrangements to lock it up.

SOME LEGAL PRECEDENTS.

The Judge quoted a case to show that a voluntary bailee was only liable for gross negligence. Another case concerning a livery stable-keeper and a lost dog was quoted to show the different position of a "bailee for reward."

The Judge: I think the Captain is a "bailee for reward." One of the duties of his office is to carry and be responsible for this revolver.

Mr. Davidson: If he loses the ship he may be liable for the price of that, too.

Mr. Watson: He does not sign for the ship; he signs for the revolver.

Mr. Davidson: He gets nothing for looking after it.

The Judge: He gets a salary for it, just as he gets a salary for all his other duties. I find negligence in the custody of this property.

(Continued at foot of next column.)

FUNERAL OF THE LATE LIEUT.-CMDR. GREGORY.

The funeral of the late Lieut.-Commander Reginald Gregory, R.N., Officer in charge of the Chart and Chronometer Depot, Naval Yard, who died after a brief illness at the Peak Hospital on Wednesday morning, took place yesterday afternoon at Happy Valley with naval honours.

The cortege to the grave-side was a very large one and was described by one of the Naval representatives present as one of the largest witnessed in Hongkong.

The coffin, covered by the Union Jack and surmounted by the deceased Officer's hat and sword, was drawn on a gun carriage by twenty naval ratings; preceded by a firing party of 50 sailors, who marched with arms reversed. There was also a long detachment of petty officers and men following immediately behind, whilst the rear was brought up by a party of 12 Royal Marines and a number of officers. At the Monument the cortege was joined by a great many naval and military officers, including Commodore H. E. Grace, R.N., Engineer Commander Fleet Duties Matthews, R.N., Commander W. R. Preston, R.N., Engineer Commander C. Samson, R.N., and many others. The burial service was conducted by the Rev. H. S. Crole Kees, (Naval Chaplain) and at the conclusion of the service the "Last Post" was sounded and three volleys were fired by the firing party during which the officers and men saluted.

A large number of wreaths were sent by the various naval ships in port and by the various departments of the Naval Yard.

CHAIR COOLIES' FEUD.

WELL PLANNED ATTACK FRUSTRATED BY THE POLICE.

Had it not been for timely police intervention yesterday morning a serious clash might have occurred between two rival clans of chair coolies who reside in the neighbourhood of Elgin Street and Bridges Street. As it was, the police, suspecting trouble, had placed large contingents in the neighbourhood and intervened the chair coolies from the lower levels well armed with bamboo poles on the march to the higher levels to do battle with the rival clan. The men were dispersed in Mosque Street. The police trap was so well arranged that no fewer than 27 of the attacking party were captured and taken to the Central Police Station.

The trouble appears to have arisen from a quarrel the previous night between two members of the rival factions, resulting in one of the Elgin Street clan being seriously injured. A faction fight ensued which terminated on the approach of the police. The police kept a close watch on the neighbourhood during the night and early the following morning the Elgin Street clan were seen preparing for a continuation of hostilities. Word was sent to the Central Police Station and reinforcements were rushed to the spot. The police encountered the men on the march in Mosque Street and at a well-timed signal advanced from both ends of the street towards the coolies in the centre, who, on the approach of the police, on the previous night, scattered in all directions down the side streets connecting up with Caine Road, Robinson Road and Garden Road. Police whistles were blown and the whole district was alarmed. Several residents from Robinson Road and Caine Road joined in the chase which in some cases continued right past the Catholic Men's Club just beyond the Peak Tramway Station. Here Mr. A. E. S. Alves who was in the Club at the time rushed out and was successful in capturing two men whom he brought to the Central Station. The coolies did not offer much resistance to the police with the exception of one case in Garden Road when a constable was surrounded by seven of the men and given a beating. He succeeded in holding on to one of his assailants and later brought him to the station.

The 27 captured men looked very sad and dejected as they were crowded into the charge room dock. Police Court proceedings are being taken against them.

Captain Brown, re-called at the request of Mr. Davidson, mentioned that though the drawer would not lock because the wood had warped, he locked the cabin door and the theft took place because the cabin boy left the door open and because the Company "for their own diabolical purposes" employed a Filipino second officer who did not know his duties and let coolies go on the bridge.

The Judge: Have you got a suit-case?

The Captain: Yes.

The Judge: Why did you not lock the revolver in the suit-case? (to Mr. Watson) The new item of evidence that emerges is that the Captain locked the door, but alters the position.

Mr. Davidson: And he is not liable in tort for his servant's negligence.

The Judge: Moreover, it was not his but the Company's servant. I do not know how far the Company's negligence does not come in; it is up to them to provide something to lock things in.

After further argument the Judge said: "Well, the final result is: Judgment for the plaintiff on the claim and on the counter-claim, with costs."

Captain Brown thus wins his case and the Company loses its counter-claim. The Court rose late, the above legal battle having taken some time.

ESTABLISHED 1850.
AGENTS FOR

THE BURBERRY RAINCOAT.

A COAT THAT IS AIRLIGHT YET PERFECTLY RAINPROOF AND CORRECTLY VENTILATED.

FREE FROM ALL RUBBER SOLUTIONS.

GUARANTEED CHEMICALLY PROOFED.

WEIGHT 2½ lbs.

ONLY THE BEST MATERIALS ARE USED IN THE MAKING OF THE BURBERRY COAT

PRICE \$75.00

LANE, CRAWFORD, LTD.

DICK'S

PATENT.

UNIVERSAL PACKING

STEAM & HYDRAULIC

SOLE AGENTS

LANE, CRAWFORD, LTD.

Tel. 1741. HONGKONG.

COLUMBIA RECORDS

FOR

JUNE-JULY.

JUST RECEIVED

AT

ANDERSON'S

(OPPOSITE CITY HALL).

Powell

TELEPHONE 3146.

We have received our new stock of the celebrated

"MATTAMAC" RAINCOATS

IN ALL SIZES.

"Mattamac" Raincoats are extremely light, wonderfully strong and provide the wearer with complete weather protection.

PRICE \$25.

THERE ARE ALSO

GABARDINES, RUBBEROID, STORMPROOFS, ETC.

FROM \$19.75.

UMBRELLAS, GOLOSHES.

BLACK AND BROWN

WATERPROOF BOOTS.

NEW ADVERTISEMENTS



IT IS HEREBY NOTIFIED that on and after SATURDAY, the 24th instant, a FULL SUPPLY of Water will be given to all Districts in KOWLOON.

WATER AUTHORITY.
Public Works Department.
Hongkong, 22nd June, 1922. [1156]

THE BEN LINE STEAMERS, LTD.

From ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENLEI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 15th July, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 10 A.M.

No Fire Insurance will be effected by the Bills of Lading which are countersigned by the undersigned.

BILL LIVINGSTON & CO., LTD.
Agents.
Hongkong, 22nd June, 1922. [1154]

THE HONGKONG JOCKEY CLUB.

AN EXTRA OVKHANA is fixed for SATURDAY, July 29th, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables.

Entries close Tuesday, June, 27th. [1125]

IN THE INTERNATIONAL MIXED COURT OF SHANGHAI

IN THE MATTER of the Estate of the Late ZHIL LI KUNG, late COMPTROLLER of the HONGKONG AND SHANGHAI BANKING CORPORATION.

TAKE NOTICE that by an Order of this Honourable Court dated 17th May, 1922, the undersigned are appointed Administrators ad interim of the Estate of the late ZHIL LI KUNG.

Creditors are required to file their claims at our offices on or before 30th June, 1922, after which date no further claims will be recognised.

All debts due to the Estate should be paid to us forthwith and debtors are warned not to pay their debts to any person or persons other than ourselves.

BETH MANCILL & MCLEURE.
Official Court Accountants.
7, Avenue Edouard VII.,
Shanghai, 21st June, 1922. [1142]

ST. JOHN'S CATHEDRAL.

MONDAY,

JUNE 26th.

At 9.15 P.M.

ORGAN RECITAL

Violinist:

Mrs. BALEAN.

[1147]

DAIRY FARM NEWS

DAIRY PRODUCE.

FRESH MILK.—Also in the following forms Sterilized, Skimmed, Butter and Sour.

FRESH CREAM.—Full rich.

BUTTER.—Daisy, Dairymaid and Shamrock Brands.

CHEESE.—Gruyere, Edam, Australian Cheddar, American Stilton, Colomazier and Pirm.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from August 1st, 1922, on the following classes of annual advertisements namely:—

Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.

This, of course, does not affect the charge made for contract spaces held by commercial firms or for small "Want" advertisements.
HONGKONG DAILY PRESS.

INTIMATIONS

HONGKONG TRAMWAY CO., LTD.

(INCORPORATED IN THE UNITED KINGDOM).

NOTICE.

CERTIFICATE No. 1891 for 200 Shares of this Company in the name of Dr. J. J. HAWK of 70, Queen's Road Central, Hongkong, has been LOST or STOLEN, and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date hereof, a duplicate Certificate for the said Shares will be delivered to Dr. J. J. HAWK, and the original Certificate will thereafter be deemed cancelled and of no effect.

W. E. ROBERTS, Secretary.
Hongkong, 16th June, 1922. [1129]

KONINKLIJKE PAKETWAART

MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE AND PENANG.

THE Steamship

"VAN OVERSTRAATEN"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 24th June, 1922, will be subject to sale.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Bills of Lading which are countersigned by the undersigned in any case whatever.

JAYA-CHINA-APRAN LUN.
Agents.
Hongkong, 19th June, 1922. [1146]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"MYRMIDON"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hoi's wharf. The Cargo will be ready for delivery from Godown on and after 19th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th June, will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 8th July, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 18th June, 1922. [1144]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, COLOMBO & STRAITS.

THE M.V. "GLENBEG"

having arrived from the above ports, Consignees of cargo, by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 26th June, 1922, at 5 p.m., will be subject to sale.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 26th June, 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.**
Agents.
Hongkong, 18th June, 1922. [1140]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"PYRREUS"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 21st June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th June, will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 11th July, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 20th June, 1922. [1151]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, BF, RU, RW.

TO LET.—Top Flat in Orient Buildings, Coronation Road, Kowloon, Apply Box "T.A." c/o Daily Press Office. [173]

WANTED.—Large Unfurnished House, Hongkong or Kowloon, Box B.L., c/o Daily Press Office. [177]

WANTED TO BUY SECOND-HAND FURNITURE.—Large size. Apply stating Full Particulars to Box S.N., c/o Daily Press Office. [176]

WANTED.—Experienced SHORTHAND TYPIST. Apply to A.B.C. can of the office of this Paper. Beginners need not apply. [173]

OFFICES WANTED.—3 rooms. Central Situation. Apply Box S.L., c/o Daily Press Office. [173]

TO LET.—Offices, top floor, Prince's Buildings—Apply HARRY WICKES & Co. [173]

TO LET.—NEW EUROPEAN FLAT situated in Wanai Gap Road near Bowen Road. Apply to COMPTON'S DEPARTMENT of Banque de l'Indo-Chine. [1068]

TO LET.—From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central, Verandah to each room FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o Daily Press Office. [750]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Siewtow with modern 2 storied brick and concrete building suitable for office and godown. Further details apply. **W. G. HUMPHREYS & Co.** [455]

FOR SALE.

ABSOLUTELY NEW

(1) Two 50 BHP. Single Cylinder Bolinder Oil Engines. Bore 23 per minute.

(2) Two 50 BHP. two cylinder Bolinder Oil Engines direct connected to 15 KW. 115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.

(3) Two oil fuel tanks capacity of each 20 tons.

Apply to Bolinders
c/o Daily Press Office

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 1A, D'Almeida Street, Telephone No. 2923

WEEKLY AUCTIONS.

TUESDAYS:—

HOUSEHOLD GOODS.

THURSDAYS:—

VALUABLE

HOUSEHOLD FURNITURE

SATURDAYS:—

EXCELLENT

HOUSEHOLD FURNITURE

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER,

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Plans

PRICE — — — — — 5/6

On Sale at

Hongkong: "Daily Press" Office

"Messrs. KELLY & WAH, Ltd."

"Messrs. BARNES & Co."

Canton: Messrs. A. S. WATSON & Co

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. C. H. Haxby, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—Advz. [159]

INTIMATION

WATSON'S LOTION

for

PRICKLY HEAT.

A SOVEREIGN REMEDY.

Has been well

and favourably

known for many

years.

A. S. WATSON & CO., LTD.

Hongkong Dispensary.

Hongkong Office: 104, Des Voeux Rd., C.
London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 23RD, 1922.

THE NEW MINISTRY IN JAPAN.

THE Cabinet crisis in Japan, which had been pending since the visit of the Prince of Wales, and was perhaps postponed owing to that august occasion, came to a head sooner than was expected. As we suggested, it appears to have been due entirely to internal dissensions in the Cabinet and opposition to the Premier's proposals for reconstruction. Two Ministers held out strongly against reconstruction, chiefly because reconstruction meant their retirement from office, and Viscount TAKAHASHI felt that he could not continue the administration without a change. He, therefore, intimated his intention to resign, whereupon all the other Ministers agreed to resign with him. Thus the principle of the solidarity of the Cabinet, enunciated by Mr. HARA when he was Premier, was maintained. The question as to what sort of Ministry should succeed the TAKAHASHI administration was not an easy one to solve. The Seiyukai party, from which the HARA Cabinet and its inheritor the TAKAHASHI Cabinet were formed, still holds a large majority in the Diet, so that the selection of a Ministry from the Opposition party was rendered almost impossible. It is true that an Opposition Cabinet might have been formed temporarily on the understanding that it should appeal to the country at the earliest opportunity, a course that has been followed several times in Britain, but since the party in power in Japan always attracts more votes than the party in opposition, it is probable that the Seiyukai party would not have agreed to this and would have refused to give that small measure of support which would be temporarily necessary. The Japanese papers loudly claimed that the Kenseikai, the strongest of the Opposition parties, was the rightful heir to the Ministry, and this opinion found support in other quarters of considerable influence. It was apparently founded on

some hazy idea of British political procedure, which seems to Japanese observers merely an alternation of one party for the other, quite forgetful of the fact that no party in a minority can conduct a Ministry for any length of time unless it is willing to sacrifice its distinctive policy. It is the lack of definite distinctions of policy between the different political parties in Japan that led to this idea of the British Constitution. Party Government, in the sense of advocating different and definite lines of policy, is unknown in Japan as a whole. Even on great political measures, such as manhood suffrage, the parties show differences of opinion among the individual members, and thus there are none of the fundamental differences of policy which distinguish parties in Britain. Alteration of parties means merely a fair division of the sweets of office. The appointment of a Kenseikai Ministry would therefore have meant the transference of such sweets from the party in the majority to the party in the minority, a procedure the implications of which need not be discussed. The advisers of the Throne took another course—they went to a smaller party or division, which while not in opposition to the Seiyukai party, yet differed from it, if only in name. It is curious that to find such a party it was necessary to go to the House of Peers, with the result that the Cabinet that has finally been appointed is composed entirely of members drawn from the Upper House. The constitution of the House of Peers in Japan is peculiar, inasmuch as it consists not only of titled personages but also of a number of leading commoners who are nominated to the Upper House by the Sovereign. It is thus possible, in forming a Ministry from the House of Peers, to include a number of commoners, and that is what has been done. Nor does a Ministry formed entirely of members of the House of Peers offer such disadvantages as it would do in Britain, where members of the House of Lords are not allowed to take part in the proceedings in the House of Commons, and the appointment of Under-Secretaries from among the commoners is necessary. In Japan a member of the Ministry, no matter whether he is a peer, has the right to appear and speak in the Lower House, so that he has no difficulty in putting his views before that assembly. The party in the House of Peers from which the Cabinet has been drawn is the Kenkyukai, the largest and most important of the sections into which the peers are divided. The parties in the House of Peers can hardly be considered as political; they are rather groups drawn together by common interests, and thus in the House of Peers there is none of the political rancour among the parties which distinguishes the Lower House. The attitude of the House of Peers towards the Ministry is thus distinguished by its aloofness from party. Measures, not men, are criticised, and this being so it is noteworthy that the attitude of the House of Peers to the TAKAHASHI Ministry was very critical, more especially on its financial policy. There are thus some hopes that a Cabinet drawn from the House of Peers will not prove so reactionary as is feared. The late Mr. HARA's Cabinet was regarded as the first democratic Ministry in Japan, and Viscount TAKAHASHI's Cabinet was merely the HARA Cabinet under a new leader. Now there has been a sudden change to an aristocratic government, though more in appearance than in reality. As regards the personality of the new Cabinet, the Ministers of Foreign Affairs, War and the Navy remain unchanged. There is nothing extraordinary in this in regard to the last two, since they are only responsible to the Throne and are thus outside party influence. Viscount UGODA's retention of the post of Minister of Foreign Affairs is another matter. It is claimed that he has not been very successful, chiefly, one supposes, because he allowed the Anglo-Japanese Alliance to slip through his fingers and has not gone in for anything "strong." After the Twenty-One Demands, however, the danger of a strong policy is obvious. The Premier, Admiral Baron KATO, was the leader of the Japanese delegation at the Washington Conference, and the Minister of the Navy in the HARA and TAKAHASHI administrations. In addition to the post of Premier he retains the portfolio of the Navy Department. His acceptance of the Premiership appears to have been only after strong pressure. Opinions

differ as to his ability to conduct a Ministry, although, as an individual, he has a high character. Attention is naturally centred on the Minister of Finance, Mr. ICHIKU, who was Vice-Minister of Finance in the TAKAHASHI Ministry of 1916-1918. As the TAKAHASHI Ministry came to grief on a question of economics, Mr. ICHIKU has not altogether a high reputation. He has already delivered certain dictums on the economic and financial situation, chiefly in the sense that he is not going to make any radical reforms at present, but as present reforms are being loudly called for Mr. ICHIKU is not likely to be popular. Dr. MIZUO, the new Home Minister, has been connected for many years with the administration of Korea, where he has shown a desire to introduce liberal reforms. His appointment is noted with interest since the campaign against free speech in Japan is now very active. None of the other Ministers seem to have held office before and thus they have no records to outlive. Mr. KAMADA, the Minister of Education, is a real educationist, unlike his predecessor, who was a shipping magnate, which is something gained, and Dr. OKANO, the new Minister of Justice, has had a distinguished career as a Professor of Law. On the whole the new Ministry is an interesting one and its administration will be watched with interest.

Today is the birth day of H.R.H. the Prince of Wales who is 28 years of age.

Fifty-nine per cent. of the prisoners in the gaol in Hongkong last were "Revenue grade prisoners."

The steam launch *Yin Cheung* has been wrecked in a collision with another vessel and is submerged near the Praya at West Point.

Despite the business depression in the Far East, the Kanagafuchi Spinning Co., Ltd., has declared a dividend of 70 per cent. for the half-year.

Yesterday the navy ships in harbour were dressed in honour of the Coronation of Their Majesties the King and Queen, which took place on June 22nd, 1911.

It is stated that a Japanese volunteer corps is being formed at Ichang for the protection of life and property of Japanese as well as foreign residents there.

Kowloon residents will be interested to see the announcements by the Water Authority that from to-morrow a full supply of water will be given again in all districts of Kowloon.

The drivers of the Kowloon motor-buses having presented a demand for a per cent. increase on their present rate of pay of \$40 per month, the Company has dismissed them and until new men can be employed the bus services are suspended.

The necessary preparations for the withdrawal of the Japanese garrison from Hankow having been completed, it is expected that the garrison will leave for Japan on the 29th instant, on board a troopship. It is understood, however, that some officers of the Headquarters and a small number of soldiers will remain to wind up outstanding matters.

The Prison report for 1921 show that 1,792 persons were committed to prison in Hongkong last year without the option of a fine, and 2,491 in default of payment of fine. Of these latter 1000 served the imprisonment, 201 paid the fine in full, and 249 paid part of the fine. The daily average number of prisoners in the gaol in 1921 was 704.

Mr. J. W. Eranks, Superintendent of Victoria Gaol, in his annual report says:—On instructions from H.E. the Governor husk-beating was introduced and proved a successful industry. Husk-beating and Coir teasing, which was also started during the year, have practically supplanted the antiquated and useless shot drill, stone carrying, and crank turning. These forms of labour are now reserved for badly behaved prisoners for whom some form of deterrent is necessary.

At St. John's Cathedral, yesterday morning, Mr. C. W. Brown, of Messrs. H. Stott & Co., was married to Miss Georgia May Boulton, daughter of Dr. and Mrs. Boulton, of Horncastle, Lincs. The Rev. H. Copley Moyle officiated.

The bride wore a white georgette accordion-pleated frock trimmed with silver and orange blossom. Her veil was mounted by a wreath of orange blossom. She was given away by Mr. G. E. Wetton and Mr. P. W. Ramsay acted as best man. Miss J. Rodger and the Misses Peggy and Leslie Bridger were the bridesmaids.

CABLES.

LATEST CABLES.

[THROUGH RUSSIA'S AGENCY.]

ANTI-BOLSHEVIST REVOLT.
BIG UPRAISING IN TURKESTAN.

PARIS, June 21st.

Messages published in *Le Temps* from Constantinople Bolshevik sources, state that the insurrection in Turkestan is becoming serious. Bokhara, Samarkand, Ferghana, Kokand, Tashkent and Akhmad are in the hands of the insurgents who are marching on Krasnovoisk.

The President of the Council of the People's Commissaries, M. Galperine, has been hanged. Detachments from Russia are reported to have refused to march against the insurgents.

The Bolsheviks say that the movement is directed by Russian officers.

ANOTHER AMERICAN STRIKE
WORKERS IN MEN'S CLOTHING INDUSTRY.

NEW YORK, June 21st.

Fifty thousand workers in the men's clothing industry struck, with the object of compelling the manufacturers to place the work with certain registered union contractors.

KING AND QUEEN OF ITALY
IN DENMARK.DANISH ROYALTY TO PAY
RETURN VISTE.

COPENHAGEN, June 21st.

The King and Queen of Italy have arrived here, returning the visit of their Majesties, the King and Queen of Denmark to Italy.

A MARVELLOUS PARACHUTE
ESCAPE.PASSENGERS JUMP FROM UNCON-
TROLLABLE AIRPLANE.

WICHITA (KANSAS), June 22nd.

An almost unprecedented parachute escape occurred here. An aeroplane got a tailspin at a height of 3000 feet, and two passengers and the pilot, with parachutes strapped to them, jumped out. They reached the ground uninjured.

SIR MONTAGUE ALLAN
ACQUITTED.CHARGED WITH MISSTATING
BANK'S FINANCIAL
POSITION.

The case against Sir Montague Allan has been dismissed.

[A cable message dated March 24th stated that Sir Montague Allan, president of the Bank of Montreal, had been charged with wilfully misstating the financial position of the bank. The proceedings were instituted by the Canadian Minister of Finance.]

OBITUARY.

DEATH OF ROMANIAN MINISTER
FOR FOREIGN AFFAIRS.

ROME, June 21st.

The death is reported of Take Jonescu, Romanian Minister for Foreign Affairs.

EARLIER CABLES.

THE SITUATION IN IRELAND.
THE SOUTH STILL PRO-TREATY.

LONDON, June 21st.

The most notable Irish election results today were that the Republican, Mr. Eiskine Childers, only secured 572 votes at the bottom of the poll at Kildare, Wicklow, and the defeat of Mrs. Pearce, the only Republican nominee for Dublin County, where the voting was 10 to 1 in favour of the Treaty, surpassing Dublin City's record, which was 7 to 1. Only two out of six women members of the Dail were re-elected, all being anti-Treatyites.

The Catholic Hierarchy, in a manifesto denouncing anti-Catholic and anti-Protestant outrages in Ulster and South Ireland respectively, calls on the people to aid the Government to bring the criminals to justice. It says the primary duty of the Government is to crush the lawless elements.

MR. DE VALERA EXPLAINS THE
DEFEAT.

LONDON, June 21st.

Mr. de Valera, in a statement to the press on the subject of the Republican defeat on Tuesday, said Ireland, under the threat of war, voted as England desired, but Ireland's sentiments were unchanged and they still prayed that England's difficulty would be Ireland's opportunity. The Constitution was only a draft, and he did not believe the Dail would pass it as it stood, because it was a test act excluding from the public service and practically disfranchising every honest Republican.

LONDON'S WONDERFUL
WELCOME TO THE PRINCE.

MEMORABLE SCENES.

PLYMOUTH, June 21st.

A thunderous welcome was given to the Prince of Wales on landing at ten this morning, the guns of the warships booming out a farewell salute. The Prince received naval and military chiefs, and civic dignitaries, and then made a triumphal progress through the streets of Devonport and Plymouth.

Replying to the address of welcome at Plymouth, of which he is the Lord High Steward, the Prince said: "It is now eight months since I sailed from England and it has been a wonderful and varied experience. When the *Renown* entered Plymouth Sound yesterday, I could not but feel the thrill of Home-coming. With such a wonderful West Country welcome I have realised that I am home indeed."

Then the cheering began with a great roar from the *Renown* and was taken up by the crews of the Hood, *Stella* of destroyers, it re-echoed from the privileged spectators on the Quay side, swelling out in the streets as the Prince of Wales, with his brother, the Duke of York, who was the first to greet him aboard the *Renown*, started on the drive to the station.

A HUGE CONCOURSE OF DISTIN-
GUISHED PERSONAGES.

LONDON, June 21st.

Throughout the journey to London, the train was slowed down frequently to allow the crowds at the stations to catch a glimpse of the smiling figure at the window. The Prince at Exeter lent out waving his handkerchief in response to the cheers.

People in London began filling the route from Paddington to the Palace soon after dawn, the throng increasing in density until it was impossible to estimate the numbers. The concourse was greatest round the Palace, which was all bedecked with Alexandra roses revelling in the sunshine. Paddington was a blaze of colour of mingled hues, made up of British and Allied flags, the scarlet and gold of the Guard of Honour, the gorgeous uniforms of diplomatists and Indian Princes. The crimson covered stands were packed long before the arrival, the crowd recognising and cheering the various dignitaries who had come to welcome the Prince, notably the Aga Khan, Earl Haig, Earl Beatty, Princess Mary, who was dressed in pink, Viscount Lascelles, Mr. Lloyd George and the Earl of Balfour, till the array of Cabinet Ministers, diplomats and officials formed a dense crowd on the platform. The greatest enthusiasm was reserved for their Majesties the King and Queen, the former in an Admiral's uniform, who arrived at 3.15 p.m. followed by the Duke of Connaught.

THE ROYAL GREETING.

As the train entered the station, the Prince of Wales was visible at the window. He was frantically cheered as he stepped out eagerly grasping his father's hand and embracing his mother. After greeting the other Royalties he shook hands first with Mr. Lloyd George and then with all the distinguished people present.

After an inspection of the Guard, a brief interval of waiting was filled by a choir in one of the stands singing the Welsh Anthem. Then the Prince with the King and his brothers entered an open landau and started for the Palace amid a wild outburst of enthusiasm. Cries of: "There he is" and "Hurrah for the Prince" were the prelude to roars of cheering, the Prince rising half in his seat, smiling and bowing right and left in acknowledgment. Altogether it was the most wonderful welcome London has ever given. It was essentially a people's day, the crowds lingering round the Palace long after the ceremonies of reception by the Royal Household had terminated.

The Prince appeared on the balcony of Buckingham Palace with his family in response to an insistent demand by the crowd. He merely waved his acknowledgments but on arriving at his home, York House, an hour later, he was obliged by the clamouring crowd to make a brief speech from the window, thanking them heartily for their kind welcome. "I need not tell you how delighted I am to be home again."

HIS MAJESTY'S MESSAGE TO HIS
PEOPLE.

His Majesty the King, in a message to the people, says: "The Queen and I are deeply touched by today's remarkable demonstration. Our joy at welcoming our dear son is increased by the affection and enthusiasm of his reception from the vast crowds assembled to greet him. He has safely returned from a long and responsible tour and I am confident that my people share our humble thanks to God for this happy and memorable day."

GOVERNMENT DEFEAT IN
THE LORDS.
THE QUESTION OF THE PALESTINE
MANDATE.

LONDON, June 21st.

The Government was defeated in the House of Lords, a motion by Lord Basington declaring the Palestine Mandate to be unacceptable because it violated the Government's pledges to the people of Palestine, and was opposed to the wishes of the great majority of the inhabitants of Palestine being carried by 68 to 29.

The vote was carried despite a speech by Earl Balfour, who was speaking for the first time in the House of Lords, and who denied that the Mandate was inconsistent with the policy of the Powers who invented the mandatory system, and scouted the fears of Jewish domination of the Arabs.

Lord Basington's motion suggests that the acceptance of a Mandate by the council of the League of Nations should be postponed until the Mandate has been modified to comply with the Government's pledges.

GOVERNMENT WHIPS CAUGHT
NAPPING.

LATER.

The Government Whips did not expect a division, which presumably explains the small Ministerial muster.

EFFECT ON MANDATE NOT
CERTAIN.

The defeat does not involve domestic consequences, but the effect on the Mandate cannot be judged until after tomorrow's debate in the Commons on practically the same subject.

THE HAGUE CONFERENCE.
CONFERENCE BUREAU FORMED.

THE HAGUE, June 21st.

The Commission has unanimously approved the appointment of a Conference Bureau consisting of M. Patyn (Holland) Chairman, and M. Caillet (Belgium), Vice-Chairman of the Commission, and Sir Lloyd Roberts, M. Alphonse (France), Baron Aveziana (Italy) as President of the Private Property, Debts and Credits Sub-Committee respectively.

BRITISH NATIONALITY BILL.
THE QUESTION OF DESCENDANTS
BORN IN JAPAN.

LONDON, June 21st.

In the House of Commons, Mr. Gerstman Stewart asked a question in regard to the granting of British nationality to descendants of British citizens born in Japan.

Sir John Baird replied that the point had been met by the British Nationality Bill introduced yesterday, which he hoped would be passed this session.

FRENCH SEIZURE OF
HARMFUL DRUGS.
MADE IN GERMANY.

SAINT NAZAIRE, June 21st.

The Customs authorities have seized 45 kilograms of opium, morphia, and cocaine which was aboard the steamer Espagne. It was ascertained that these were manufactured at Darmstadt and shipped from Santander to a destination not yet discovered.

THE DAVIS CUP.
BRITAIN'S WIN OVER ITALY.

LONDON, June 21st.

At Southampton, in the Davis Cup Competition between Britain and Italy, in the two remaining singles, Lewis beat Colombo by 6/1, 6/2, 6/1, and Kingscott scratched to Robeco. Thus the final score was four matches to one in Britain's favour.

RUSSO-ITALIAN TREATY.
NON-RATIFICATION LEADS TO
CHICHEBIN'S RESIGNATION.

HELSINKI, June 21st.

A message from Moscow states that in consequence of the Soviet's refusal to ratify the Russo-Italian treaty M. Chichebin is expected to resign.

EMPEROR OF ANNAM
ARRIVES IN FRANCE.

MARSEILLES, June 21st.

The Emperor of Annam and the Crown Prince arrived and were received by the Colonies on behalf of the French Government.

In accordance with the requests made by the relatives of both the dead airman, the bodies, which have been embalmed, of Sir Ross Smith and Lieut. J. M. Bennett have been taken to Australia by the Orient boat *Orion*. Capt. Sir Keith Smith, brother of the late Sir Ross, travelled to Australia on board the *Orion*.

FAR EASTERN CABLE
NEWS.

[THROUGH RUSSIA'S AGENCY.]

NORTH CHINA SITUATION.

CHANG TSO LIN'S TROOPS OUT-
SIDE GREAT WALL.

PEKING, June 22nd.

Advice from Chinwangtao state that all Chang Tso Lin's troops are now outside the Great Wall. The Chihli forces are withdrawing from the trenches.

LOOTING REPORTED FROM
DIFFERENT TOWNS.

It is reported that Kian, Wanan and Sui Lungchuan have been looted, but no definite information is obtainable. Nanchang is quiet, but the residents are anxious.

FOREIGN WARSHIPS FOR
NANCHANG.

Foreign warships are proceeding to Nanchang, purely as a precautionary measure. Kichian is reported quiet.

INTERPORT POLO.

SHANGHAI'S LUCKY WIN.

SHANGHAI, June 22nd.

In the Interport Polo match, Shanghai beat Hongkong by 8 goals to 5. The weather was fine and the play fast and excellent. At the end of the fifth chukka the score was 5 goals to 4 in favour of Shanghai. At the end of the sixth, amid tremendous excitement, Hongkong equalised.

It was agreed to play on extra chukka, but so goal being scored, play continued.

BIBBY'S UNFORTUNATE
ACCIDENT.

About two-thirds of the eighth chukka had been played when an unfortunate accident happened to Bibby, who was an outstanding player. He was hit on the right leg, which was cut open down to the bone. He was carried on a stretcher from the field but there was no foul play.

Play was resumed, Hongkong having only three men. Shanghai scored, thus winning. The accident is greatly regretted, especially as the play was so good and equal. Neville also played a good game.

AGRICULTURAL DISPUTES IN JAPAN.
FARMERS ABANDON CULTIVATION
OF RICE.

OSAKA, June 21st.

The widespread agricultural disputes in southwestern Japan, between the landlords and the tenant farmers, are now seriously aggravated owing to the continuance of the drought, which is unknown for the past forty years.

The month of June is regarded as the rainy season, when the farmers plant rice; for practically the whole month the farmers in some localities are abandoning the cultivation of rice, because there is no prospect of a good harvest; besides, they declare that tenant farming does not pay anyhow.

Some landlords are threatening to take away the land from the tenants and import American tractors, and do their own farming.

NORTH BORNEO OPIUM TRAFFIC.
GOVERNMENT CONTROL
ESSENTIAL.

LONDON, June 21st.

In the House of Commons, questioned regarding the opium traffic in British Borneo, Major E. F. L. Wood, Colonial Under Secretary, said that he was of the opinion that so long as the complete suppression of opium smoking in the Far East cannot be attained, it was essential to keep the traffic under strict Government control, and any profits should go to the administration rather than private persons.

FOREIGN POST OFFICES IN
CHINA.ARRANGEMENTS FOR BRITISH
WITHDRAWAL.

LONDON, June 21st.

In the House of Commons, replying to Sir Walter de Freese, who declared that Japan had already withdrawn most of her post offices in China and suggested that the Government should imitate her example, Mr. Harcourt said that arrangements were being made to withdraw the British post offices by Jan. 1, 1922, in accordance with the Washington agreement. The Government had no information in regard to the position in respect of the withdrawal of Japanese post offices.

THE VLADIVOSTOK POSITION.
IS JAPAN AIDING SEMENOFF?

LONDON, June 21st.

In the House of Commons, replying to Mr. Clynes, Mr. Chamberlain said that the Government had not received confirmation of the statement in a Russian official organ that the remnants of Semenov's army were arriving at Vladivostok with the aid of the Japanese.

A SIMPLE RUSE.

CHINESE WIDOW ROBBED OF
\$2,700.

The more simple the methods used by Chinese robbers the more effective they seem to be. This is well illustrated in one of the items contained in yesterday's police reports. It appears that a Chinese widow staying at the Hung On boarding house, Connaught Road Central, and said to be a Chinese refugee from Canton, left the boarding house during the afternoon of the previous day to go shopping. She was accompanied by her man servant. Before leaving the boarding house she instructed her daughter to remain there and watch the jewellery box which contained 50 taels of gold leaf, valued at \$1,000, a quantity of jewellery valued at \$2,500, and \$200 in twenty-cent pieces.

AN EXCHANGE CONTRACT.

At the Supreme Court, yesterday, the Chief Justice (Sir William Rees Davies) heard an *ex parte* action brought by Messrs. Connell Bros. against the Tung Nam Mui Firm and Xuen Yue Leong, a partner, concerning an exchange contract.

According to the statement of claim, the defendant firm instructed the plaintiffs on September 9th, 1921, to enter into an exchange contract on their behalf for G.S. \$90 at exchange 49 for October, November, December, to cover the purchase price of 4,000 bags of flour purchased by agreement in writing on the 8th September, 1921, by the defendant firm from plaintiffs at G.S. \$5 per barrel.

In accordance with such request the plaintiffs on the 9th September, 1921, entered into an exchange contract with the defendant and Shanghai Banking Corporation. The defendant firm failed to take delivery of the flour and to pay for same, whereby the plaintiffs had to pay the bank the sum of \$1,321.20 for cancellation of the exchange contract. They now claimed \$1,521.20.

Mr. F. C. Jenkin, instructed Mr. M. H. Turner (of Messrs. Deacon, Looker, Deacon and Hareton) appeared for plaintiffs and the action was undefended.

Mr. A. C. Conrad, manager of the plaintiff firm, gave formal evidence in support of the claim.

Judgment was entered for plaintiffs.

AN INTELLIGENT
SHOPKEEPER.

The intelligence of a Chinese shopkeeper led to the arrest of a dangerous character on Wednesday night at Yau-mat. At about 8.30 o'clock he was passing No. 430, Reclamation Street when he noticed a man picking up pieces of glass from the pavement and looking furtively around. The shopkeeper investigated the matter and found that the man had just broken a window pane with the intention of releasing the window bolt on the inside. He succeeded in arresting the man and took him to the district watchman's office.

At the Magistracy yesterday the defendant told Mr. Lindsell that he had no intention of stealing from the house. He only wanted to get a pane of glass for a friend who was making a box with a glass front. Mr. Lindsell found the man guilty of attempting to break into the house with the intention of stealing.

Inspector Willis informed the Court that the man had been banished twice, the last time for five years. There were also two previous convictions for larceny recorded against the man. Prisoner admitted that he only returned to the Colony about ten days ago.

A sentence of six months' imprisonment with hard labour was ordered.

KOWLOON-CANTON RAILWAY
ANNUAL REPORT ON THE BRITISH
SECTION.

Mr. H. P. Winslow, manager of the British Section of the Kowloon-Canton Railway in his annual report for the year 1921, says:—

The gross receipts for the year were \$503,980.77, as against \$520,176.10 for 1920, an increase of \$83,804.67, and the balance after paying working expenses stands at \$75,939.51.

For the past five years results are as follows:—

	Gross Receipts.	Working Expenses.	Net Receipts.
1917	\$425,246.45	\$337,421.48	\$87,824.97
1918	423,274.42	334,231.07	89,043.35
1919	420,022.77	417,032.14	3,990.63
1920	520,176.10	487,144.04	33,032.06
1921	503,980.77	527,991.06	75,939.51

The Through and Joint Sectional Passengers carried were as follows:—

	1919.	1920.	1921.
Passengers booked by stations in British Territory to Stations in China	344,716	363,665	433,603
Passengers booked by stations in China to Stations in British Territory	354,699	373,776	463,379

The local passengers carried were as follows:—

	1919.	1920.	1921.
Main Line	343,314	392,206	429,123
Feeling Branch	48,917	47,787	43,723

The final division of Through and Joint Sectional Traffic Receipts has been agreed between the two Administrations to end of August, 1921.

THE KING'S PILGRIMAGE.

[BY RUDYARD KIPPLING.]

Our King went forth on pilgrimage,
His prayer and vows to pay
To them that saved our heritage
And cast their own away.
And there was little show of pride
Or prowess of belted steel,
For the clean-swept ocean's every side
Lay free to every keel.

And the first land he found, it was shoal
and hazy ground,
Where the broader seas begin,
And a pale tide grieving at the broken
harbour-mouth.
Where they worked the death-ships in:
And there was neither gill on the wing;
Nor wave that could not tell
Of the bodies that were huddled in the life-
buoy's ring.
That slid from swell to swell.

All that they had they gave—they gave; and
they shall not return.
For these are those that have no grave where
any heart may mourn.

And the next land he found, it was low
and hollow ground
Where once the cities stood.
But the man-high thistle had been moulder
of it all.

Or the bulrush by the flood;
And there was neither blade of grass.
Nor lone star in the sky,
But shook to some spirit pass
And took its agony.
And the next land he found, it was bare
and hilly ground,
Where once the bread-corn grew.
But the fields were cackled and the water
was defiled,
And the trees were riven through
and there was neither pared highway,
Nor secret path in the wood,
But had borne its weight of the broken clay
And darkened beneath the blood.

Father and mother they put aside, and the
nearer love close—
An hundred thousand men who died, whose
graves shall no man know.

And the last land he found, it was fair and
level ground,
About a carved stone
And a stark sword brooding on the bosom of
the Cross,
Where high and low are one,
And there was grass, and the living trees,
And the flowers of the spring,
And there lay gentlemen from out of all the
seas
That ever called him King.

Twist Newport sands and the eastward
lands where the four red rivers spring,
Five hundred thousand gentlemen of those
that served the King.

All that they had they gave—they gave
in sure and single faith.
There can no knowledge reach their grave
To make them grudge their death.
Save only if they understood
That, after all was done,
We have redeemed their blood
And mocked the gain it won.

(Copyright 1921 by Rudyard Kipling in
the United States.)

ESCAPE FROM PARKHURST
PRISON.CONVICT MAKES HOLE IN OIL
FLOOR.

After carefully concealed preparations, which must have been completed over many days, a convict escaped from Parkhurst Prison during the night of May 18th or early next morning. Arthur Conmy, 33, of Yorkshire, the man concerned, made a particularly cunning bid for freedom. Conmy, who is of the labouring class, was undergoing a term of ten years' penal servitude for burglary and murder, and was a policeman. He had completed about one year of his sentence.

At about half-past six in the morning, as Conmy had not answered the call to rise, the warden on duty in his dormitory, where there are about 300 convicts, entered the cell, and was astonished to find that Conmy had disappeared, having made his escape through a large hole in the cell floor. Below the cell is a large store-room, containing heating apparatus and other appliances. Conmy must have planned his escape weeks before, having diligently scraped away at the cement and brick floor and loosened the bricks by the use of some sharp instrument or piece of glass which he had managed to secure. In order to deceive the warden on night patrol duty Conmy, after removing the bricks from under his bed, placed them in his bed, so that when the warden looked through the aperture of the door they would give the appearance of a man lying in bed.

It was a very wet morning, and the drizzling rain and fog probably induced Conmy to make his bid for liberty, for even had he been seen it would have been almost impossible to follow him. Conmy left his outside prison clothes behind, taking only his prison shirt, socks, and shoes. When the alarm was given shortly after 8.30 officers of duty were recalled and sent in batches to hunt for the fugitive. The Isle of Wight police joined in the search, and Cowes, Hythe, and Yarmouth, whence passenger steamers depart, were guarded throughout the day. A diligent search was made also in Parkhurst Forest, which adjoins the prison, and other places, but no trace of the convict was found.

After a chase of sixty-one miles, police in a fast car overhauled a man and a woman in another car, who had held up a cashier of the Allahabad Bank, and secured 20,000 rupees in notes. The bandits were armed with a revolver, a pistol, spear heads, and knives.

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
that
never
lets
you down

OBTAINABLE FROM

LANE, CRAWFORD, LTD.

AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavor, and still maintains a world-wide identical quality.

WILKINSON'S

PAINTS & VARNISHES
FOR ALL
ENGINEERING REQUIREMENTS

FOR OVER 30 YEARS
WE HAVE HAD RESIDENT REPRESENTATIVES IN THE FAR EAST AND HAVE MADE A COMPLETE STUDY OF PAINT AND VARNISH PROBLEMS IN TROPICAL COUNTRIES. THIS EXPERIENCE IS AT YOUR SERVICE BY COMMUNICATING WITH OUR LOCAL BRANCH.



WILKINSON, HEYWOOD & CLARK, LTD.
GREAT BRITAIN'S LARGEST PAINT & VARNISH MAKERS. FOUNDED 1770
Caledonian Works, POPLAR, LONDON, E.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS.

MITSUI BUSSAN KAISHA LTD.

HONGKONG.



FASHION AND "GOOD FORM."

"A philosopher and observer of human nature seeking to read the riddle of the modern world might very well preface his labours by what is vulgarly called 'a round of the shops.' Especially at this time of the year would his reward for so apparently unphilosophic an excursion be high, because just now the shops are expressing perhaps more successfully than any other medium, the scope and variety of life. Their wares are indeed bewildering; but they bewilder graciously, without confusion. That quality would serve our observer as mirror of the mind of woman in her latest evolution. Beholding it, he would recognize a new love of beautiful things and a new daring in the choice of them. He would see that modern woman does not wish her thinking to be done for her; rather that she desires adventures among many fabrics and fashions and fads—that is to say, adventures among her own ideas and predilections. Nor have bright colours their traditional power to overawe her. Courage is translating itself into forms and hues consistent with its own strength. The philosopher would certainly pause here to ask himself how it is that women have been called 'the slaves of fashion,' for in this mirror they appear rather to be seeking fresh and original conceptions—to be running away from fashion instead of wooing her. The question might lead him to extend his pilgrimage to the shops which are exclusively devoted to modern man. There another surprise would be in store. For here, before him counters, he would find fashion's real slaves, beings whose greatest anxiety it is lest they should differ one from the other in any detail of their apparel. Here he would reach the knowledge that, as woman becomes freer in the expression of her tastes, man seems to grow more rigid and more conventional. His snuffers of yesterday at her imitiveness apply now only to himself. While she has made fashion her servant he has acknowledged it as his sovereign. Nor is the matter improved by a reshuffling of names. 'Good form' is not less a bondage because it has an imposing title. 'Good form,' indeed, is only a new name for the herd instinct. And so perhaps our philosopher will be brought to the conclusion, which has been expressed freely enough before now by the prophets of feminism, that it is woman and not man who is primarily responsible for things that liberate us from the conventional.—The Times.

PHYSIOLOGY OF SEX.

New York, May 24th.
It is announced that a thorough inquiry into the physiology of sex has been decided on by a group of American scientists and physicians.
According to the Washington Correspondent of the Philadelphia Ledger, who gives details of the project, the object of the inquiry is the "getting down to bedrock of the sex question" and to endeavour to establish a definition of the term "normal" sexual relationships. "In addition it will probe the question what are the effects of the sex life on the human organism, and whether they can or should be controlled."
A Commission has been appointed under the leadership of Dr. Victor Vaughan, an international authority on physiological chemistry and chief of the medical department of the National Research Council in Washington. The members include Dr. Edwin Conklin, Professor of Zoology at Princeton; Dr. Walter Cannon, Professor of Physiology at Harvard; and Dr. Katharine Davis, secretary of the Bureau of Social Hygiene, New York.—Times.

WOMEN WHO WORRY.

"St. Paul has not been regarded as the friend of women," declared Miss Lena Ashwell, preaching last month at Eccleston Guildhouse. "If any fence is to be made a little higher, to limit the progress of women, it is always St. Paul who is referred to. I do not know how the young women of today feel, but the women of my earlier days had extreme difficulty in finding what their position was in regard to the great creative scheme. The idea in Milton, 'He for God only, she for God in him,' seemed to be in one's veins, and we could never escape from the uncertainty as to what a woman was. She was part of the human race and yet not part of it; able to do certain things, and inhibited from doing other things. We women have got to remember, when we come across these very difficult things in modern life, that the soul is always regarded in the deep symbolism of religion as feminine. Women are always worrying about something. They want this and they want the other thing; just because they are women. What matters is the soul, and the only thing that matters about the soul is that it is the place where can be born the greater life."

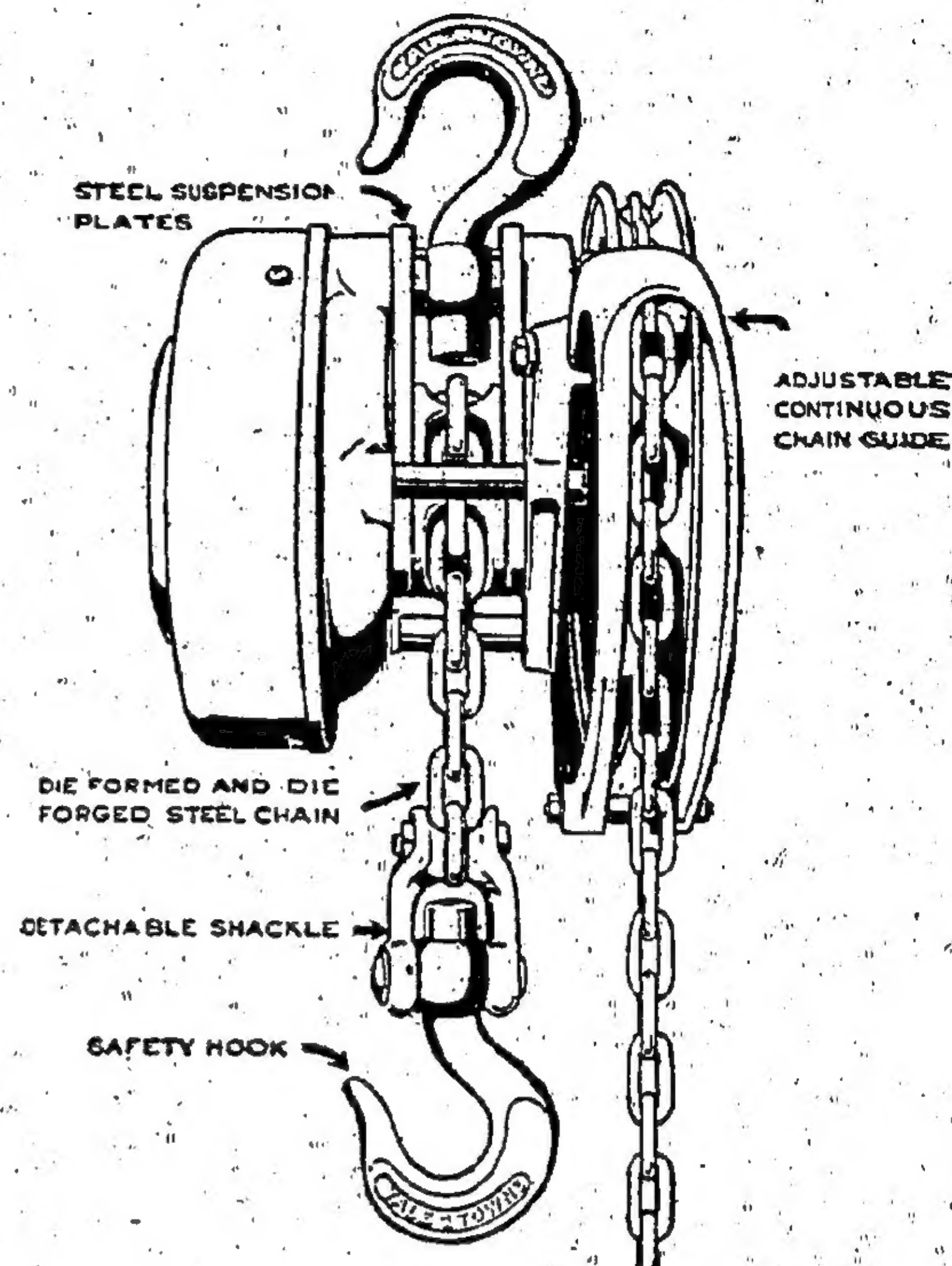
DISTINGUISHED LITIGANTS.

A London cable to Indian papers states that Sir Henry Bax-Ironside and Gen. Sir Percy Sykes are each claiming £500 and Lady Sykes is claiming £100 as plaintiffs in actions in the King's Bench against Lieut. Col. James E. Adamson, D.S.O., for the return of money paid for shares in the European Film Corporation.
Col. Adamson said that the money was not paid to him but to the company.
The plaintiffs alleged that the company never went to allotment.
Sir Henry Bax-Ironside said that when he returned from Fofa, he did not know whether it was the glamour of the diplomatic service, but Col. Adamson was anxious that he should join the Board of a number of companies. "I stupidly yielded to a tempting suggestion to be chairman of this company," he added. He asked his friend Sir Percy Sykes to join.
The hearing was adjourned till the 29th May to enable Col. Adamson, who is ill to give evidence.

YALE

CHAINHOISTS and PULLEY BLOCKS

"Hook to Hook a Line of Steel"



Spur Geared Block

Spur Geared—Screw Geared

Sizes from 1/4 Ton to 10 Tons
to suit all requirements

Stock and Complete Line of Parts On Hand

Brownhoist Trolleys carried in stock

MUSTARD & CO.

17, Connaught Road.

Tel. 1186.

Exclusive Representatives for China, Hongkong and Macao.

FREE FROM ANIMAL FAT
Zam Buk
FOR
**ECZEMA
ULCERS
PILES
RINGWORM
POISONED
SORES**
CUTS BRUISES
BURNS SCALDS &c.

CHAMBERLAIN'S
COLIC, COLIC, COLIC
REMEDY
ONE FIFTH OUNCE CONTAINS 45 GR. CERT. ALUMINUM, 100 PER CENT. PURE (A NERVE TONIC OF ALUMINUM, 100 PER CENT. PURE)
FOR THE RELIEF OF
Pain in the Stomach
and Bowels;
**COLIC,
INTESTINAL CRAMP,
DIARRHOEA**
Manufactured by
CHAMBERLAIN MEDICINE CO.
New York, U.S.A.
• SMALL SIZE

WORLD THEATRE

Hongkong's Most Modern and Coolest Picture Palace.

TO-DAY at 5.15 P.M. and 9.15 P.M.

IVAN ABRAMSON'S SUPER-PICTURE

THE

WRONG WOMAN

in 6 parts.

STARRING

OLIVE TELL & MONTAGU LOVE

and AN ALL-STAR CAST.

2.30 & 7.15 p.m.

EILEEN SEDGWICK & GEORGE LARKIN

in

"TERROR TRAIL," Episodes 1 & 2.

USUAL PRICES. BOOKING AT THE THEATRE.

EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS

USED IN

NUMEROUS

IMPORTANT

WORKS

IN

FOR

FLOOR,

ROOF,

FOUNDATION,

WALL,

ETC.

GREAT BRITAIN AND AMERICA.

STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION

Questions for description of Machinery or Engineering Plans on application to

DODWELL & CO., LTD. Machinery Dept.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

(APCAR LINE)

The Company's steamer the s.s. "EGRA," 18 knots, 5,108 tons gross, left Singapore on the afternoon of the 21st instant, and is due to arrive here on the 25th idem. She will be despatched on or about the 27th June for SHANGHAI & JAPAN.

The "EGRA" is one of the Company's up-to-date steamers carrying 46 First class and 39 2nd Saloon Passengers, all accommodated amidship with sumptuously fitted-up cabins, etc., Dining, Music and Smoking Rooms.

FOR PARTICULARS REGARDING FREIGHT AND PASSAGE, APPLY TO—

MACKINNON, MACKENZIE & CO.,

AGENTS.

B. I. APCAR LINE.

W. S. BAILEY & Co., LTD.

ENGINEERS AND SHIPBUILDERS,
KOWLOON.

Tug-boats, Barges, Fast Launches, River Steamers,
and Motor-vessels.

Constructional Work and Repairs of All kinds.

Cables: SEYBOURNE. Telephs: Works (day) ... K.21.
Manager (night) ... K.633.
Secretary ... K.369.
Harbour Engineers ... K.604, K.622.

REMOVAL NOTICE.

HAVE REMOVED TO
No. 16, Des Vœux Rd., G.,
(Between Our Former Premises and Blue Bird's)

On display New Stock of
MANILA HEMP HATS,
SWATOW DRAWN WORKS,
EMBROIDERIES and LACES.

SWATOW DRAWN WORK CO.,
Phone No. 2860. P. O. Box 445.

JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS
AGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.
MITSUBISHI SHOJI KAISHA
MITSUBISHI TRADING CO., LTD.
HEAD OFFICE:—TOKIO.
No. 14, PEDDER ST., HONGKONG.

"PHILIPS"
A PHILIPS LAMP
IS A PERMANENT
ECONOMY
SOLE AGENTS
Holland-China Trading Co.
Hong Kong

TRADE AND INDUSTRY.
THE CORNER TURNED.
PRESIDENT OF THE BOARD OF
TRADE'S REVIEW.

Mr. Stanley Baldwin gave the House of Commons on May 11th a highly agreeable surprise. The business of the sitting was the Board of Trade vote, and members naturally expected an opening from the President of the Board on the stereotyped lines. But he broke away from dull convention with the happiest results, and discoursed for an hour on the present state of trade and industry. And he did it admirably, accomplishing a much bigger thing than he has ever done before. The House of Commons has known him for a neat speaker with a turn for humour, combined with a sound knowledge of business. He is, indeed, one of the few Ministers who talk business not as clever politicians who have got up the subject, but as men who have known what it is to open letters in a counting-house at nine o'clock in the morning and to scheme to get orders when they are not to be got without a struggle. His review was the real thing, and business men in the House applauded his well-balanced judgments.

Nor did he forget his dry humour, which speeded and animated the whole. It is to be hoped, therefore, that Mr. Baldwin has set a precedent for the Board of Trade, just as the late Lord Harcourt did when he first gave the House a survey of the Dominion and Colonial year when he was at the Colonial Office some years ago. It will be an admirable thing if a capable President of the Board of Trade dotes once a year on the all-important theme of Trade and Industry. For, as Mr. Baldwin said truly enough, trade is our very life. Our country is "industrialised up to, and perhaps beyond, the limit of safety," and we know from the enormous cost of the doles what a drag on the State's resources is the expense of keeping nearly 2,000,000 unemployed and their dependents.

FACTORS OF HOPE.

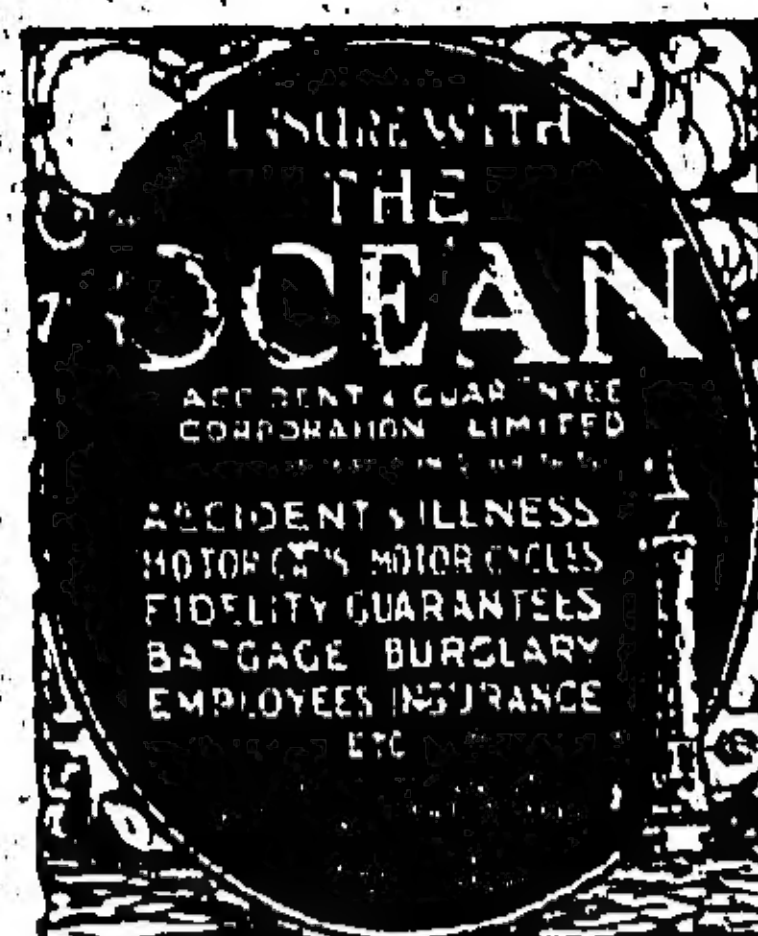
Mr. Baldwin does not like to be counted an "optimist." But at least he is hopeful. Cheerfulness has broken in, and he was sufficiently confident to venture the forecast of "a slow and gradual improvement." He is sure that we have come to the turning in the long lane. Trade is growing better and better every day—even if only by almost imperceptible advances. If we can get away from "inflationism in industry" and rid ourselves of "deliberate stoppages," realising that they mean a "deliberate lowering of the standards of life," there is an illimitable prospect before British trade. So says the President. We are slowly climbing out of the awful pit into which we fell headlong on the collapse of the post-war boom. The index-figure of our exports of manufactured goods, taking it as 100 in 1913, is now 65, which is 10 below the figure of 1920, but 17 above bottom. *Sarsen corda*, says Mr. Baldwin to the traders. "Westward, see, the land is bright." For a real improvement is observable in the United States, where often the change begins. Our index-figures are steady. The idea is spreading that the worst is over. The huge, high-priced stocks, accumulated during the boom, are largely liquidated. Our trade reputation stands high. Our inventive genius is still with us. London is still the financial centre of the world. Therefore, said Mr. Baldwin in effect, "Toss your heart up with the lark," but not so high as to lose control of it. "There is a greater productive power in this country than ever before. 'Patience and hard work,' therefore, was his counsel. The order of the day should be that which was once given by Severus to his guards, "Leboremus!"

It must not be supposed that Mr. Baldwin just stood at the box and poured out a stream of optimistic prophecy. Not at all. He gave a balanced estimate, and did not shrink the big weights in the other scale. He put them all in one by one. World impoverishment, the disquieting appetite for higher tariffs, the collapsed exchanges, the financial trouble in Japan, the political trouble in China, certain ugly signs of discrimination against our shipping, our too burdensome taxes, which have completely "skinned" many businesses of their working capital. Mr. Baldwin took up these nasty weights one by one, appraised each in turn, and then dropped it honestly into the scale. There is not much improvement visible as yet in our European trade except with Scandinavia, and Lancashire has been heavily hit by the increase of the Indian duties, and many other adverse factors. Nevertheless, if there is any untoward delay in the restoration of Europe, Great Britain can stand it better than any other, and our traders must try to make good by doing more trade with the Far East and South America. Moreover, we can all help by taking to heart the sound advice which Mr. Baldwin gathered from his calendar, "Seek happiness by limiting your desires, not by satisfying them." One seemed to see the broad, slow, Quakerish grin of the late Mr. Samuel Smiles.

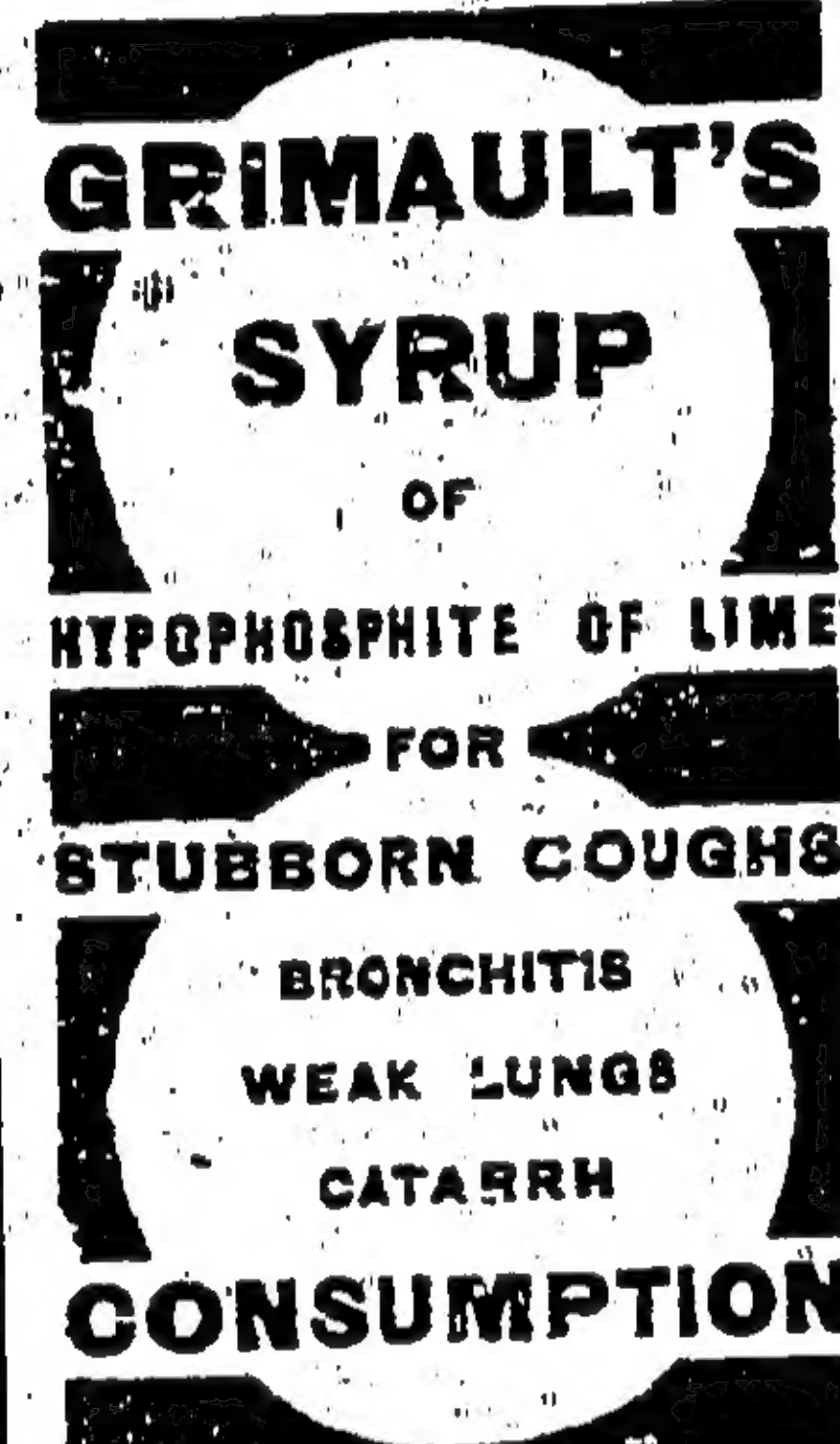
STATE OF THE STAPLE TRADES.

And the President gave detailed reasons for his confidence. The coal trade, he said, was mending. "It was the only big trade which had 'got down to an economic level'—there was a rumbling growl from the Labour benches at this—and the only one in which the export branch had got back to its pre-war dimensions." But "industrial coal" was not yet in big demand, till it was the miners could not hope to earn big wages. Iron and steel were just holding their own; they, too, were getting down once more to a competing price. Cotton was still to be blest, but did not despair.

(Continued at foot of next column)



SHANGHAI OFFICE—
6A, PEKING ROAD.
AGENTS for Hongkong
and South China,
DODWELL & CO., LTD.
TELEPH. 1030 2, QUEEN'S BLDG.



of the blessing. Wool was comparatively cheerful, with yarn "very busy," and the piece-goods trade better. Hosiery was good; leather "slightly better," but worried by rising tariff walls. Chemicals "improving," textile-machinery "very busy"—this is not an unqualified blessing, for it means more severe competition in manufactured goods. As for engineering, "the less said the better." Shipbuilding was almost dead, and no one was placing orders. But there are hopes of the perfecting of a new engine for tramp steamers which will fill the yards, if certain hopes are accomplished. Evidently, then, trade is getting on, and the tone of the speech put the House in good humour. Mr. Baldwin received many compliments, even from those who felt bound to try to reduce his salary by £100. It had been expected that Mr. Asquith would be there to ask what the Government meant to do about the "fabric gloves" which he has found such economical platform wear of late, but he was not in his place, and left the moving story to be told by Captain Wedgwood Benn. The administration of the Dystuffs Act came in for considerable criticism from the representatives of the textile industries. But while Mr. Filles said that it threatened their very existence, Mr. Woolcock argued that if the British dyestuffs industry went out of production German prices of dyes would rise, and the textile people would then be in an impossible position. The cost of German dyes, which can be made in Great Britain, is one and three-quarter times above the pre-war German price; but the cost of German dyes, which cannot be made here, has gone up seven-fold the pre-war price. That should plain warning. Sir William Pearce said that people little realised how powerful the German competition was, and declared that the British dyestuffs industry could only exist under protection. It would disappear if the much-criticised Act were repealed. This was not very creditable to us, but it was a fact.—Daily Telegraph.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SWATOW	"KWONGSANG"	Friday	23rd June	Noon
MANILA	"WINGSANG"	Friday	23rd June	3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Tuesday	27th June	Daylight
BANGKOK via SWATOW	"CHAKSANG"	Tuesday	27th June	Noon
SHANGHAI via SWATOW	"WAIHANG"	Wednesday	28th June	Noon
WENTZEL	"CHONGSHING"	Friday	30th June	Noon
SHANGHAI via SWATOW	"TUNGSHING"	Friday	30th June	Noon
SHANGHAI, MOI & KOBE	"KUTSANG"	Monday	3rd July	Noon
SHANGHAI via SWATOW	"HOPSANG"	Tuesday	4th July	Noon
SHANGHAI via SWATOW	"TINSANG"	Wednesday	5th July	Noon
STRAITS & CALCUTTA	"KUMSANG"	Friday	7th July	3 p.m.
SANDAKAN	"HINSANG"	Saturday	8th July	Noon

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when independent of.

BORNEO LINE:—Sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSTIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Woban and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUMSANG" will be despatched on or about Friday, 7th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Leave Hongkong	Discharge
M.V. "GLENLUCE"	—	1st July.
S.S. "GLENSHIRE"	—	26th July.

HOMEBWARDS.

Vessel	Leave Hongkong	Discharge
S.S. "GLENIFFER"	4th July, GENOA, LONDON, HULL, ANTWERP & HAMBURG.	—
S.S. "RADNORSHIRE"	8th August, LONDON, ROTTERDAM, ANTWERP & HAMBURG.	—

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 22 and 5624

Cable Address
Kawakisen, Kobe.
Messrs. A.M.C. 6th Bld.
and Saito's Colon.

Telephone Company
5544 5512.

KAWASAKI KISEN KAISHA
(KAWASAKI STEAMSHIP CO.)
CAPITAL PAID-UP: ¥12,000,000
President: Mr. Y. KAWAKATSU
Vice-President: Mr. K. MATSUOKA
Managing Director: Mr. M. MATSUYAMA
(Company has an agent at every port of call)

NEW CARGO STEAMERS
ALWAYS READY FOR
CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
And under the Company's Management:
Twenty steamers of about 9,100 tons deadweight each;
Two steamers of about 6,400 tons deadweight each;
(Belonging to Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the:
KAWASAKI KISEN KAISHA.
No. 2, Naniwa-Kai

SHIPPING NEWS

ARRIVALS

June 23rd
Hsinshang, Chinese str., 1,235 tons, Capt. A. R. C. Newburgh, from Shanghai, with a general cargo.—C.M.S.N. Co.
 June 22nd
Asahi Maru, Japanese str., 753 tons, Capt. T. Nakatani, from Saigon, with rice.—Yamashita K. K.
Atsuta Maru, Japanese str., 1,934 tons, Capt. Y. Masuda, from Port Farval, with lime stone.—P. A. Lapique & Co.
Mitsui Maru, Japanese str., 4,915 tons, Capt. B. Saito, from Shanghai, with a general cargo.—N.Y.K.
Shunka Maru, Japanese str., 3,027 tons, Capt. K. Hirano, from Singapore, with rattans.—O.S.K.
Paolo, Chinese str., 314 tons, Capt. Chan Kum, from Fort Bayard, with a general cargo.—Hun Shin & Co.
Szechuan, British str., 1,354 tons, Capt. J. Gibbs, from Shanghai, with a general cargo.—B. & S.
Town Maru, Japanese str., 1,753 tons, Capt. T. Kawamura, from Keelung, with coal.—M.B.K.
Kwangshing, British str., from Canton.
Chikaya Maru, Japanese str., from Canton.
Tulce, Chinese str., from Canton.
Singlee, Chinese str., from Canton.

CLEARANCES

June 22nd.
Bowen Maru, for Moji.
Haiton, for Hobei.
Hongkong, for Shanghai.
Hong Kong, for Hobei.
Hydrongra, for Swatow.
Jawa, for Singapore.
Kansa, for Nippon.
Mitsui Maru, for Singapore.
Yamashita, for Hobei.
Paoa Paoa, for Dairen.
Shunka Maru, for Shanghai.
Singlee, for Chefoo.
Szechuan, for Canton.
Tokyo Maru, for Swatow.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Russia* arrived at Kobe on June 20th, at 4 p.m., left Kobe on June 21st, at 3 p.m., and is due at Yokohama on June 22nd, at 6 a.m.
 The P. & O. s.s. *Phaon* arrived at London on June 20th.
 The B.I. (A.P. Line) s.s. *Agra* is expected to arrive at Hongkong on or about June 25th.
 The s.s. *Meator* (Blue Funnel) left Liverpool on June 17th for Singapore, Hongkong, Shanghai and Japan.

VESSELS EXPECTED

Bentley (Ben Line), due June 21st.
Ceylon Maru (N.Y.K.), due June 23rd.
City of London (Bank Line), due August 15th.
City of Manchester (Bank Line), due July 15th.
Empress of Japan, due June 23rd, 7 a.m.
Japan (N.Y.K.), due July 5th.
Kashgar (P. & O.), due about July 1st.
Matsuyama Maru (N.Y.K.), due July 2nd.
Mitsui Maru (N.Y.K.), due June 22nd.
Morsaka Maru (N.Y.K.), due June 23rd.
Siberia Maru (T.K.K.), due July 1st.
St. Albans (E. & A.), due July 3rd.
Teneriff (N.A.A.L.), due July 15th.
Tydgardens (Blue Funnel), due June 21st.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, June 22nd.
 Previous On Date On Date
 at 2 p.m. 5 a.m. 3 p.m.
 Barometer — 29.66 29.67 29.68
 Temperature — 77 78 83
 Humidity — 84 91 80
 Wind Direction — NW E S
 Force — 2 3 2
 Rain — .02 0.00 0.01
 Highest open-air Temperature on 21st. — 83
 Lowest open-air Temperature on 22nd. — 78

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of \$1 each (as announced in May and June of 1930), providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised columns at the prevailing rates.

THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

The M.S. "PERU"

will be loading for DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS About 20th August.

Further Sailings	Expected on or about	Will leave for above ports on or about
M.S. "Peru"	15th July	15th September
M.S. "Africa"	8th August	23rd September
M.S. "Java"	14th August	31st October
M.S. "Asia"	14th September	21st October
M.S. "India"	21st September	28th October
M.S. "Panama"	15th October	22nd November

Subject to change without notice.
 For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

ADDRESSES FROM
 T. gettel, representing John Tientia
 Bao Kromba, Shanghai
 Weton, Shanghai
 Jaw Gravelly, Hongkong
 Hotel, Shanghai
 Young, No. 4 Police Station Hang
 Guan, Shanghai
 Guan, Amoy
 Yuehsheng, Ningbo
 Des Voeux Road Central, Shanghai
 Paohong, Queen's Road West, Shanghai
 Mr. Mayushang, 42, Bonham Road, Shanghai
 Chuankho, Amoy
 Chungtee, Ningbo
 Youngling, Osaka
 Tangzhang, 50, Morrison Hill Road, Shanghai
 Hingchong, 48 (First Floor), Des Voeux Road, Shanghai
 Poole, Kowling Street, Shanghai
 Moowohing, Tsinglan

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

ADDRESSES FROM
 229/4th, Alex Little, Hongkong
 Hotel, San Francisco
 1242/19th, Iokojiro, Bombay
 1408/21st, Selwa, Calcutta
 12012/19th, Widge, Calcutta

WEATHER REPORT.

June 22nd, at 10.15. Pressure has decreased slightly over Japan and from Weihaiwei to Vladivostok. It has increased slightly at Shanghai and from Hongkong to Haiphong. The Shanghai depression is now central over the Eastern Sea. The Toning depression is shallower this morning.
 Hongkong Rainfall for the 24 hours ending at 10 a.m., 22nd June, 1.09 inch. Total since January 1st, 23.45 inches, against an average of 34.84 inches.
 The forecast for the 48 hours ending at noon to-day is as follows:—

District "FORECAST"
 Hongkong to Cap Rock S. or variable winds, moderate fair.
 Formosa Channel S.W. winds, moderate.

South coast of China between the same as Hongkong and Lamooka No. 1.
 South coast of China between the same as Hongkong and Hainan No. 1.

HONGKONG TIDE TABLE

From 23rd to 29th June, 1932

Days of Week	Day of Month	H'kong Standard Time		H'kong Height	
		High	Low	High	Low
Fri	23	h. m. 7 16	h. m. 8 8	h. m. 1 15	h. m. 0 4
Sat	24	h. m. 8 42	h. m. 9 4	h. m. 2 30	h. m. 0 9
Sun	25	h. m. 9 53	h. m. 10 13	h. m. 3 28	h. m. 1 4
Mon	26	h. m. 10 19	h. m. 11 15	h. m. 4 28	h. m. 2 1
Tues	27	h. m. 11 9	h. m. 12 13	h. m. 5 28	h. m. 2 8
Wed	28	h. m. 12 12	h. m. 1 7	h. m. 6 28	h. m. 2 8
Thur	29	h. m. 1 11	h. m. 2 4	h. m. 7 28	h. m. 2 8
	30	h. m. 2 11	h. m. 3 4	h. m. 8 28	h. m. 2 8
	1	h. m. 3 11	h. m. 4 4	h. m. 9 28	h. m. 2 8
	2	h. m. 4 11	h. m. 5 4	h. m. 10 28	h. m. 2 8

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Place of Observation	WATER LEVELS IN ENGLISH FEET AT 10 A.M.		1932	
	Highest W.L. ever recorded	Lowest W.L. ever recorded	W.L. June 20	W.L. June 21
Wachow, W. River	47.90	—	40.40	52.30
Kongmoon, W. River	+14.70	—0.80	6.10	9.60
Likongchow, N. River	+57.00	—	—	—
Samsui, N. River	+27.25	—5.00	9.80	17.00
Sheklung, E. River	+15.15	—0.95	9.40	10.63

Engineer-in-Chief.

THE EAST ASIATIC CO., LTD.
 COPENHAGEN

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Vancouver	Arrive England
Empress Japan	July 19	Empress France	July 11
Empress Asia	July 31	Empress France	July 25
Empress Canada	Aug. 14	Empress France	Aug. 8
Empress Russia	Aug. 23	Empress France	Aug. 15
Empress Australia	Sept. 11	Empress France	Aug. 29
Empress Asia	Sept. 25	Empress France	Sept. 5
		Empress France	Sept. 12
		Empress France	Sept. 19
		Empress France	Sept. 26
		Empress France	Oct. 3
		Empress France	Oct. 10

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone 732. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$920.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"

August 10th.

July 6th.

Tahiti Service

SAN FRANCISCO TO TAHITI

S.S. "NILE" July 22nd. August 31st.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ARMANESTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. BRIDGE, GENERAL AGENT.

FRANCIS BUILDING, 105 HONG KONG STREET.

TELEPHONE: PASSENGER DEPT. TEL: FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

CABLE ADD: "CHMAIL."

[34]

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

s.s. "BOWES CASTLE" sailing on or about 30th June.

s.s. "EGREMONT CASTLE" about 2nd half of July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUTURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

s.s. "NIPPON" sailing on or about 6th July.

FOR BRINDISI, VENICE & TRIESTE

s.s. "NIPPON" sailing on or about 25th July.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMLAZI" sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

N. Y. K.

SAILING SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

SHIDZUOKA MARU (Calling Keelung) Monday, 3rd July, at 11 a.m.

YOKOHAMA MARU (Calling Keelung) Wednesday, 5th July, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

MISHIMA MARU Friday, 3rd June, at 11 a.m.

BAKOZAKI MARU Friday, 7th July, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM & BRAKE

MATSUYE MARU Tuesday, 4th July.

LIVERPOOL via MARSEILLES and VALENCIA.

TSURUGA MARU Monday, 29th June.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU Tuesday, 18th July, at 11 a.m.

AKI MARU Tuesday, 18th Aug., at 11 a.m.

NEW YORK via PANAMA.

DELEGUA MARU Thursday, 29th June.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

SOMBA via Singapore and Colombo.

CEYLON MARU Sunday, 25th June.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU Sunday, 25th June.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 4th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MATSUMOTO MARU Monday, 3rd July.

KAMO MARU Monday, 19th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 224 & 225.

K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"West O'Rowa" Due Hongkong 20th June.

Leaves Hongkong 23rd June.

"West Farallon" Due Hongkong 18th July.

Leaves Hongkong 14th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,

SAMARANG AND SOERABAYA.

"Apus" Due Hongkong 1st July.

Leaves Hongkong 3rd July.

"West Ivan" Due Hongkong 24th July.

Leaves Hongkong 20th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Powell's Building,

Phone No. 3008.

G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

REGULAR PORTFOLIO SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
ARAKAN	JAPAN	In Port	24th June	BATAVIA
TJISALAK	SAN FRANCISCO	28th June	30th June	SOERABAYA via MENADO
TJILATJAP	JAPAN	30th June	2nd July	BALIKPAPAN & MAKASSAR.
TJIKEMBANG	DALNY	23rd June	6th July	BATAVIA via BANGA
				BATAVIA DIRECT

Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the
 JAPAN-CHINA-JAPAN LIJN.
 York Building, First Floor.
 Telephone No. 1674.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland—East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

Steamers For

"OUDEKERK" ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 27th June

"OLDEKERK" AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN, 23rd July

"ZOSMA" ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 2nd Aug.

"SEMILAN" AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN, 31st Sept.

"GEMMA" ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 20th Oct.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents

York Building, 1st floor.

ELLERMAN LINE

WILLERMAN & BUCKNALL S.S. CO. LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

S.S. "CITY OF MANCHESTER" ... 15th July ... Shanghai, Kobe & Yokohama

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 2nd July ... London, Rotterdam & Hamburg

Subject to change without notice.
For particulars of freight and passengers rates apply to—

THE BANK LINE LTD.

or REISS & Co., CANTON.

General Agents.

51

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

JOHAN S.S. CO. LTD., and CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong:

S.S. "EURYPYLUS" ... via Suez Canal ... 5th July.
S.S. "KEELUNG" (Calls at Philadelphia) ... via Suez Canal ... 15th July.
S.S. "CYCLOPS" ... via Suez Canal ... 20th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON.**MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMERS & DEPARTURES. SAILING DATES.SHANGHAI, KOBE, YOKOHAMA ... "CHAMBERLAIN" ... 15,000 ... On or about 24th June.
MARSEILLE, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOULT, SUEZ & PORT SAID ... "AZAY LE RIDEAU" ... 15,000 ... On or about 27th June.
"ARMAND BEHIC" ... 11,000 ... On or about 11th July.
"CHAMBERLAIN" ... 15,000 ... On or about 25th July.
"ANDRE LEBON" ... 15,000 ... On or about 22nd Aug.
"AMBOISE" ... 15,000 ... On or about 22nd Aug.

COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAKOU.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

A. JOHARD,
Acting Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having room accommodation for First-Class Passengers, Electric Lights and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW
AND RETURN
(Occupying 9 or 10 Days)HAIPHONG ... Capt. W. C. Passmore ... Friday, 22nd June, at 1 p.m.
HAIPHONG ... Capt. J. S. Thomson ... Tuesday, 27th June, at 1 p.m.

Arrival and Departures from the Company's Wharf (near 33rd St. Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.
General Managers.**YAMASHITA KISEN KAISHA**
(THE YAMASHITA S.S. CO. LTD.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hailow & Pakhoi.

S.S. "TAIKWA MARU" ... on or about 6th July.

FOR KEELUNG via Swatow & Amoy.

S.S. "HOZUI MARU" ... on or about 6th July.

For further particulars, please apply to—

Branch Office:
No. 27, Beach Road, West.
Tel. No. 155.
H. NITARA,
Agent,
Top Floor, King's Building,
Tel. No. 140.**P. & O., British India**
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KASHMIR"	9,000	5th July	Marseilles, London & Antwerp
"MIRZAPUR"	6,500	5th July	(Singapore, Penang, Colombo & Bombay)
"SOUDAN"	7,000	19th July	do.
"KARNATA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	do.
"SARDINIA"	6,800	16th Aug.	Marseilles, London & Antwerp
"DEVANHA"	8,000	30th Aug.	do.
"NOVARA"	6,800	10th Sept.	do.
"MACEDONIA"	16,512	27th Sept.	(Bombay, Marseilles, London & Antwerp)
"KALYAN"	9,987	11th Oct.	Marseilles, London & Antwerp
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NAGAYA"	7,000	22nd Nov.	do.

BRITISH INDIA - APCAR SAILINGS

"TORILLA" ... 5,500 ... 29th June ... Calcutta via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" ... 6,000 ... 6th July ... (Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne)

Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver, and San Francisco, etc., or per the New Zealand S.S. Co.'s vessels to Southslopes and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"EGRA"	5,108	27th June	Shanghai & Japan
"SOUDAN"	7,000	4th July	Shanghai only
"KASHGAR"	9,000	1st July	Shanghai, Kobe & Yokohama
"ST. ALBANS"	4,500	5th July	Kobe & Yokohama
"JAPAN"	6,052	9th July	Shanghai & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Class Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Tickets, Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

21, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—

Monthly direct service via Singapore and Penang.

"ATLAS MARU" ... Monday, 10th July.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, GUERAN

DAP TOWN & SAIGON & SINGAPORE, PASSENGER SERVICE

"CHICAGO MARU" ... Tuesday, 11th July.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE VIA SINGAPORE

"GANGES MARU" ... Monday, 26th June.

DELI & HANGKOW ... "SAIGON & SINGAPORE"

"RUGHO MARU" ... Sunday, 2nd July.

CALCUTTA—Fortnightly service via Singapore, Penang & Bangkok.

"PARKING MARU" ... Tuesday, 27th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Seattle—Taking cargo to OVERLAND PORTS U.S.A. & CANADA.

"ARABIA MARU" (Taking Passengers) ... Friday, 7th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

Panama and Cuban Ports.

"SHUNKO MARU" ... Friday, 22nd June.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ANDES MARU" ... Tuesday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers.

"KAJO MARU" ... Every Sunday, Noon.

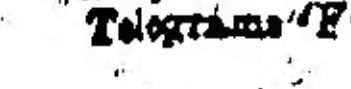
"AMAKUSA MARU" ... Every Sunday, Noon.

TARAO via SWATOW & AMOY ... Thursday, 29th June.

Tel. No. 4080. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.



For BOSTON

and

NEW YORK



For freight and full particulars apply to—

FURNES (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building.

Telephone 3150.

Telegrams "Furnes"

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION:

For	Steamer	To	Sail
NINGPO & SHANGHAI	"KANSU"	On 23rd June, 10 a.m.	
NINGPO & SHANGHAI	"WUHU"	On 24th June, D.L.	
SWATOW, SHANGHAI & TSINGTAO	"SHANTUNG"	On 24th June, 4 p.m.	
SHANGHAI	"SUIYANG"	On 24th June, 4 p.m.	
SWATOW & AMOY	"KINGYUAN"	On 25th June, noon.	
SWATOW & SINGAPORE	"KWANGTUNG"	On 25th June, noon.	
SWATOW & SINGAPORE	"KWANGCHOW"	On 25th June, noon.	
SWATOW, SHANGHAI & TSINGTAO	"LIANGCHOW"	On 25th June, 4 p.m.	
MANILA, CEBU & ILOILO	"TAMING"	On 25th June, 4 p.m.	
AMOY & SHANGHAI	"SOOCHOW"	On 25th June, noon.	
FAKHOI & HAIPHONG	"KAIFONG"	On 1st July, 10 a.m.	
SWATOW & SINGAPORE	"LINAN"	On 2nd July, noon.	

SHANGHAI LINE—PASSENGER, MAIL, and CARGO
Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agents.

Telephone 36.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

T. K. K.
TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FATHOM 9" THE SUN"

STEAMERS	TONS	LEAVES HONGKONG
* SIBERIA MARU	20,000	July 8th
* TENYO MARU	...	July 15th
* KOREA MARU	...	July 22nd
* SHINYO MARU	...	July 29th
* PERLA MARU (Omitting Shanghai)	9,000	Aug. 14th
* TAIYO MARU	22,000	Aug. 29th, 10.30 a.m.
		Sept. 9th

* Calling at Dairen. * Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HIO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BAILEA, CALLAO, MOLLEDO, ARICA & IQUIQUE

TERMINI BY TRANS-ANDAL ROUTE TO BUENOS AIRES.

* SAKUYO MARU ... June 28th

* GINYO MARU ... Sept. 5th

* ANYO MARU ... October 9th

For full information regarding passenger fares and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building Tel. No. 274 & 173.

Agents at Canton: Messrs. T. R. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S.G. \$620.50 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... July 5th ... July 27th.

S.S. "PRESIDENT WILSON" ... July 28th ... Aug. 27th.

S.S. "PRESIDENT LINCOLN" ... Aug. 22nd ... Sept. 14th.

(formerly "HOOSIER STATE")

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.
Agents at CANTON:—REISS & Co. (13)**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAITUAN"	15th July.	20th July.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice-Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.), Agents.
Telephone No. 36.**SIAMESE STEAMSHIP CO., LTD.**

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
BANGKOK	"PINRAMUD"	June, 25th 4 p.m.
BANGKOK	"LAEN RAMUD"	June, 29th 4 p.m.

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agents.

Telephone 34.

(13)

